# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

# TIME TABLE

FOR THE

# PORTLAND DIVISION

# 131

To Take Effect Sunday, February 6, 1938, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

**For the government and information of employes only.**

A. T. MERCIER,
*General Manager.*

W. B. KIRKLAND,
*Superintendent of Transportation.*

L. U. MORRIS,
*Assistant General Manager.*

E. L. KING,
*Superintendent.*

## EASTWARD MEDFORD SUBDIVISION WESTWARD

| Capacity of Sidings in Car Lengths | | SECOND CLASS | FIRST CLASS | | Distance from San Francisco via Siskiyou Line | | Time Table No. 131<br>February 6, 1938 | Distance from Roseburg | FIRST CLASS | | SECOND CLASS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 624 | 330 | 8 | | | | | 329 | 7 | 623 | |
| | | Freight | Rogue River | Shasta | | | | | Rogue River | Shasta | Freight | |
| | | Leave Daily | Leave Daily | Leave Daily | | | STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | |
| YardBKWOTP | | 9.30 AM | 7.30 PM | **9.05** AM | 429.1 | | TO-R ASHLAND<br>5.5 | 143.5 | s **9.05** AM | s 6.50 PM | 9.30 PM | |
| 66 P | | 9.43 | s 7.40 | 9.14 | 434.6 | | TALENT<br>2.4 | 138.0 | s 8.50 | 6.39 | 9.15 | |
| 23 | | 9.49 | f 7.45 | | 437.0 | | PHOENIX<br>1.4 | 135.6 | f 8.42 | 6.35 | 9.05 | |
| | | | | | 438.4 | | GAS WORKS<br>0.4 | 134.2 | | | | |
| | | | | | 438.8 | | VOORHIES<br>1.9 | 133.8 | | | | |
| 100 | | 10.05 | 7.53 | 9.24 | 440.7 | | KANE<br>1.1 | 131.9 | 8.35 | 6.28 | 8.55 | |
| 136 Yard KWP | | 11.00 | s 8.05 | s 9.33 | 441.8 | | TO MEDFORD<br>3.9 | 130.8 | 8.30<br>s 8.15 | s 6.23 | 8.50 | |
| 66 P | | 11.10 | s 8.15 | 9.42 | 445.7 | | CENTRAL POINT<br>2.0 | 126.9 | s 8.05 | 6.11 | 8.35 | |
| | | | | | 447.7 | | SEVEN OAKS<br>2.5 | 124.9 | | | | |
| 25 P | | 11.25 | **8.22** | 9.48 | 450.2 | | TOLO<br>7.0 | 122.4 | 7.56 | 6.05 | **8.22** | |
| 46 Yard WP | | 11.45 AM | s 8.35 | f 10.01 | 457.2 | | TO GOLD HILL<br>7.7 | 115.4 | s 7.44 | f 5.52 | 8.05 | |
| 68 P | | 12.05 PM | f 8.45 | f 10.11 | 464.9 | | ROGUE RIVER<br>9.0 | 107.7 | s 7.29 | 5.42 | 7.40 | |
| 70Yd.BKWTP | | 12.30 | s 9.03 | s 10.25 AM | 473.9 | | TO-R GRANTS PASS<br>4.3 | 98.7 | s 7.14 | 5.30 PM | 7.00 | |
| 74 P | | 12.45 | 9.12 | | 478.2 | | DIMMICK<br>4.3 | 94.4 | 6.50 | | 6.40 | |
| 40 P | | 12.57 | f 9.21 | | 482.5 | | MERLIN<br>4.9 | 90.1 | s 6.41 | | 6.25 | |
| 90 P | | 1.09 | f 9.30 | | 487.4 | | HUGO<br>6.7 | 85.2 | s 6.32 | | 6.10 | |
| 70 P | | 1.35 | f 9.44 | | 494.1 | | LELAND<br>4.5 | 78.5 | s 6.18 | | 5.50 | |
| 66 P | | 1.50 | 9.54 | | 498.6 | | POLLARD<br>3.4 | 74.0 | 6.07 | | 5.35 | |
| 92 P | | 2.09 | f 10.01 | | 502.0 | A. B. S. | WOLF CREEK<br>5.9 | 70.6 | s 6.00 | | 5.24 | |
| 66 Yd KWOTP | | 2.35 | s 10.18 | | 507.9 | | TO GLENDALE<br>4.1 | 64.7 | s 5.46 | | 5.05 | |
| 76 P | | 2.50 | 10.25 | | 512.0 | | REUBEN<br>4.5 | 60.6 | 5.34 | | 4.49 | |
| 63 P | | 3.10 | f 10.36 | | 516.5 | | BRANDT<br>1.4 | 56.1 | f 5.23 | | 4.35 | |
| | | | f 10.39 | | 517.9 | | LANGDON<br>3.8 | 54.7 | f 5.20 | | | |
| 80 TP | | 3.30 | f 10.48 | | 521.7 | | WEST FORK<br>3.9 | 50.9 | s 5.12 | | 4.20 | |
| 40 P | | **3.51** | 10.57 | | 525.6 | | COW CREEK<br>5.8 | 47.0 | 5.02 | | **3.51** | |
| 47 P | | 4.23 | f 11.11 | | 531.4 | | PECK<br>4.1 | 41.2 | f 4.48 | | 3.10 | |
| 67 P | | 4.40 | f 11.20 | | 535.5 | | BYERS<br>4.8 | 37.1 | f 4.38 | | 2.50 | |
| (Spur 33) P | | 5.05 | 11.30 | | 540.3 | | CORNUTT<br>3.9 | 32.3 | 4.28 | | 2.35 | |
| 66 P | | 5.20 | s 11.36 | | 544.2 | | RIDDLE<br>5.1 | 28.4 | s 4.22 | | 2.25 | |
| 66 P | | 5.40 | 11.43 | | 549.3 | | WEAVER<br>1.1 | 23.3 | 4.12 | | 2.05 | |
| 17 WP | | 5.45 | s 11.46 | | 550.4 | | TO MYRTLE CREEK<br>4.5 | 22.2 | s 4.10 | | 1.58 | |
| 97 P | | 6.05 | 11.55 PM | | 554.9 | | DOLE<br>2.8 | 17.7 | f 3.59 | | 1.46 | |
| | | | | | 557.7 | | ROUND PRAIRIE<br>4.3 | 14.9 | | | | |
| 64 P | | 6.25 | f 12.06 AM | | 562.0 | | DILLARD<br>5.7 | 10.6 | s 3.47 | | 1.04 | |
| 45 P | | 6.40 | 12.16 | | 567.7 | | GREEN<br>4.9 | 4.9 | 3.35 | | 12.45 | |
| YardBKWOTP | | 6.55 PM | s 12.26 AM | | 572.6 | | TO-R ROSEBURG | 0.0 | 3.25 AM | | 12.30 PM | |
| | | Arrive Daily | Arrive Daily | Arrive Daily | | | (143.5) | | Leave Daily | Leave Daily | Leave Daily | |
| | | (9.25)<br>15.24 | (4.56)<br>29.09 | (1.20)<br>33.60 | | | Time over District<br>Average Speed per Hour | | (5.50)<br>24.60 | (1.20)<br>33.60 | (9.00)<br>15.94 | |

At Ashland Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

Water Supply—M. P. 536-2

Additional Stations
- Rosenberg Bros. M. P. 439.6—9 cars (spur)
- Rock Point........M. P. 459.4—4 cars
- Shady...............M. P. 569.4—18 cars

## EASTWARD BROOKLYN SUBDIVISION WESTWARD

| Capacity of Sidings in Car Lengths | SECOND CLASS | FIRST CLASS | | Distance from San Francisco via Siskiyou Line | | Time Table No. 131<br>February 6, 1938 | Distance from Springfield Jct. | FIRST CLASS | | SECOND CLASS |
|---|---|---|---|---|---|---|---|---|---|---|
| | 624 | | 330 | | | | | 329 | | 623 |
| | Freight | | Rogue River | | | | | Rogue River | | Freight |
| | Leave Daily | | Leave Daily | | | STATIONS | | Arrive Daily | | Arrive Daily |
| YardBKWOTP | 5.20 AM | | 12.38 AM | 572.6 | | TO-R ROSEBURG<br>5.2 | 71.7 | s 3.03 AM | | 10.40 AM |
| 67 P | 5.35 | | 12.49 | 577.8 | | WINCHESTER<br>3.6 | 66.5 | f 2.52 | | 10.15 |
| 67 P | 5.45 | | f 12.56 | 581.4 | | WILBUR<br>2.5 | 62.9 | f 2.44 | | 9.55 |
| | | | | 583.9 | | DEADY<br>2.5 | 60.4 | | | |
| 66 P | 6.00 | | f 1.04 | 86.4 | | SUTHERLIN<br>2.7 | 57.9 | f 2.36 | | 9.40 |
| 63 WP | 6.14 | | f 1.10 | 89.1 | | TO OAKLAND<br>6.3 | 55.2 | f 2.30 | | 9.30 |
| 43 P | 6.30 | | f 1.22 | 95.4 | | ISADORA<br>2.1 | 48.9 | f 2.18 | | 9.10 |
| 65 P | 6.40 | | 1.27 | 597.5 | | RICE HILL<br>6.2 | 46.8 | 2.13 | | 9.00 |
| 74 P | 7.05 | | f 1.41 | 603.7 | | TO YONCALLA<br>5.3 | 40.6 | f 2.00 | | 8.40 |
| 78 Yard WP | 7.25 | | f **1.50** | 609.0 | | TO DRAIN<br>1.2 | 35.3 | s **1.50** | | 8.25 |
| | | | | 610.2 | | KREWSON<br>1.5 | 34.1 | | | |
| 36 | **8.00** | | f 1.57 | 611.7 | | LEONA<br>1.5 | 32.6 | f 1.38 | | **8.00** |
| 66 P | 8.10 | | 2.01 | 613.2 | A. B. S. | SAFLEY<br>2.0 | 31.1 | 1.34 | | 7.50 |
| | 8.20 | | f 2.04 | 615.2 | | ANLAUF<br>0.9 | 29.1 | f 1.31 | | 7.40 |
| 18 | | | f 2.06 | 616.1 | | CURTIN<br>1.8 | 28.2 | f 1.29 | | |
| 46 P | 8.35 | | f 2.09 | 617.9 | | COMSTOCK<br>4.0 | 26.4 | f 1.25 | | 7.25 |
| 91 YP | 8.50 | | f 2.20 | 621.9 | | DIVIDE<br>2.4 | 22.4 | f 1.15 | | 7.05 |
| 9 | | | | 624.3 | | MONETT<br>0.7 | 20.0 | | | |
| 38 | 9.05 | | f 2.26 | 625.0 | | LATHAM<br>1.5 | 19.3 | f 1.10 | | 6.55 |
| 52 Yard WP | 9.30 | | s 2.38 | 626.5 | | TO COTTAGE GROVE<br>2.6 | 17.8 | s 1.06 | | 6.51 |
| (Spur 28) | | | f | 629.1 | | SAGINAW<br>1.5 | 15.2 | f | | |
| 70 P | 9.45 | | f 2.47 | 630.6 | | WALKER<br>4.9 | 13.7 | f 12.51 | | 6.40 |
| 68 P | 10.00 | | f 2.56 | 635.5 | | CRESWELL<br>5.4 | 8.8 | f 12.43 | | 6.29 |
| 71 P | 10.15 | | f 3.05 | 640.9 | | GOSHEN<br>3.4 | 3.4 | f 12.32 | | 6.14 |
| (Spur 85) YP | 10.30 AM | | 3.15 AM | 644.3 | | R SPRINGFIELD JCT. | 0.0 | 12.24 AM | | 6.04 AM |
| | Arrive Daily | | Arrive Daily | | | (71.7) | | Leave Daily | | Leave Daily |
| | (5.10)<br>13.87 | | (2.37)<br>27.40 | | | Time over District<br>Average Speed per Hour | | (2.39)<br>27.06 | | (4.36)<br>15.59 |

Eastward inferior trains may run ahead of delayed first class trains Springfield Junction to Eugene Yard.

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS | | | | |
|---|---|---|---|---|
| Train | At | Receive or Discharge | Passengers to (or beyond) | Passengers from (or beyond) |
| 329 | Dad'sCreek<br>M. P. 529.5 | Receive or discharge | Any Station | Any Station |

# BROOKLYN SUBDIVISION

## EASTWARD / WESTWARD

| Capacity of Sidings in Car Lengths | SECOND CLASS | | | FIRST CLASS | | | | | Distance from San Francisco via Cascade Line | Time Table No. 131<br>February 6, 1938 | Distance from Eugene Yard | FIRST CLASS | | | | | SECOND CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 668 | 624 | 662 | 20 | 18 | 24 | 16 | 330 | | | | 17 | 15 | 19 | 23 | 329 | 661 | 623 | 667 |
| | Freight | Freight | Freight | Klamath | Oregonian | Cascade | West Coast | Rogue River | | | | Oregonian | West Coast | Klamath | Cascade | Rogue River | Freight | Freight | Freight |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | STATIONS<br>A. B. S. | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| Yd. YBKWOP | 1.45 PM | | 3.00 AM | 1.25 PM | 9.15 AM | 6.10 AM | **12.25** AM | | 528.6 | TO-R CRESCENT LAKE<br>3.5 | 96.9 | 4.45 AM | s 5.20 AM | s 4.00 PM | **12.25** AM | | 6.25 AM | | 3.00 PM |
| 100 P | 1.52 | | 3.14 | 1.30 | 9.20 | **6.15** | 12.30 | | 532.1 | ODELL LAKE<br>4.6 | 93.4 | 4.37 | 5.12 | f 3.51 | 12.18 | | **6.15** | | 2.50 |
| 155 Yd. WYP | 2.05 | | 3.22 | f 1.38 | 9.27 | 6.22 | f 12.38 | | 536.7 | TO CASCADE SUMMIT<br>4.1 | 88.8 | 4.30 | 5.05 | f 3.43 | 12.10 AM | | 6.00 | | 2.40 |
| 120 P | **2.25** | | 3.38 | 1.48 | 9.36 | 6.31 | 12.47 | | 540.8 | ABERNETHY<br>5.2 | 84.7 | 4.08 | 4.44 | 3.29 | 11.55 PM | | 5.43 | | **2.25** |
| 106 WP | 2.43 | | **3.54** | **1.59** | 9.47 | 6.42 | 12.59 | | 546.0 | TO CRUZATTE<br>5.3 | 79.5 | **3.54** | 4.32 | 3.15 | 11.43 | | 5.10 | | **1.59** |
| 76 P | **3.03** | | **4.20** | 2.11 | 9.58 | 6.53 | 1.10 | | 551.3 | FRAZIER<br>3.5 | 74.2 | 3.42 | **4.20** | **3.03** | 11.31 | | 4.45 | | 1.40 |
| 106 YP | 3.20 | | **4.32** | 2.20 | 10.07 | 7.02 | 1.19 | | 554.8 | FIELDS<br>5.6 | 70.7 | 3.32 | 4.09 | 2.52 | 11.21 | | **4.32** | | 1.28 |
| 116 WP | 3.38 | | 4.50 | **2.38** | 10.19 | 7.14 | 1.31 | | 560.4 | TO WICOPEE<br>3.8 | 65.1 | 3.19 | **3.55** | **2.38** | 11.08 | | **3.55** | | 1.10 |
| 116 P | 3.51 | | 5.05 | f 2.46 | 10.27 | 7.22 | 1.39 | | 564.2 | HEATHER<br>5.1 | 61.3 | 3.08 | 3.44 | f 2.23 | 10.59 | | 3.32 | | 12.55 |
| 108 WP | 4.07 | | 5.20 | 2.57 | 10.38 | 7.33 | f 1.50 | | 569.3 | TO McCREDIE SPRINGS<br>6.0 | 56.2 | 2.57 | 3.32 | f 2.09 | 10.48 | | 3.05 | | 12.41 |
| 78 P | 4.30 | | 5.35 | 3.09 | 10.50 | 7.45 | 2.02 | | 575.3 | PRYOR<br>5.2 | 50.2 | **2.44** | 3.18 | 1.56 | 10.36 | | **2.44** | | 12.25 |
| Yard BKWOYP | 4.55 | | 6.00 | s 3.24 | 11.02 | 7.56 | s **2.14** | | 580.5 | TO-R OAKRIDGE<br>2.2 | 45.0 | 2.32 | f 3.05 | s 1.45 | 10.24 | | **2.14** | | 12.11 |
| P | 4.57 | | 6.05 | | | | f 2.18 | | 582.7 | TO WESTFIR<br>0.8 | 42.8 | | 2.57 | f 1.31 | | | 1.57 | | 12.03 |
| 67 P | 5.01 | | 6.07 | 3.28 | 11.06 | 8.00 | **2.23** | | 583.5 | HEMLOCK<br>2.1 | 42.0 | **2.23** | 2.56 | 1.28 | 10.12 | | 1.55 | | 12.01 PM |
| 60 P | 5.12 | | 6.11 | 3.31 | 11.09 | 8.03 | 2.30 | | 585.6 | LOOKOUT<br>5.3 | 39.9 | 2.20 | 2.53 | 1.23 | 10.09 | | 1.51 | | 11.57 AM |
| 80 P | 5.22 | | 6.21 | 3.39 | 11.16 | 8.10 | **2.45** | | 590.9 | LAWLER<br>1.2 | 34.6 | 2.13 | **2.45** | 1.15 | 10.02 | | 1.42 | | 11.48 |
| (Spur 10) P | 5.24 | | | | | | | | 592.1 | ARMET<br>3.8 | 33.4 | | | f 1.13 | | | 1.40 | | 11.46 |
| 61 P | 5.31 | | 6.30 | 3.46 | 11.23 | 8.17 | 2.53 | | 595.9 | RESERVE<br>4.9 | 29.6 | 2.05 | 2.37 | 1.07 | 9.55 | | 1.33 | | 11.39 |
| 81 WP | 5.40 | | 6.40 | 3.53 | **11.30** | 8.24 | 3.01 | | 600.8 | CARTER<br>2.5 | 24.7 | 1.58 | 2.30 | 12.59 | 9.48 | | 1.24 | | **11.30** |
| P | 5.45 | | 6.45 | 3.57 | | | f 3.05 | | 603.3 | LOWELL<br>2.1 | 22.2 | | | f 12.55 | | | 1.20 | | 11.16 |
| 104 P | 5.50 | | 6.50 | f 4.01 | 11.37 | 8.31 | 3.10 | | 605.4 | PENGRA<br>3.0 | 20.1 | 1.51 | 2.22 | f 12.50 | 9.41 | | 1.16 | | 11.10 |
| | 5.56 | | 6.56 | | | | | | 608.4 | FALL CREEK<br>1.7 | 17.1 | | | f 12.44 | | | 1.10 | | |
| 60 P | 5.59 | | 7.00 | 4.08 | 11.44 | 8.37 | 3.18 | | 610.1 | HILLS<br>1.8 | 15.4 | 1.44 | 2.15 | 12.40 | 9.34 | | 1.07 | | 11.02 |
| P | 6.03 | | 7.05 | 4.11 | | | | | 611.9 | JASPER<br>2.2 | 13.6 | | | 12.37 | | | 1.04 | | |
| 81 P | 6.07 | | 7.09 | 4.14 | 11.50 | 8.42 | 3.24 | | 614.1 | NATRON<br>3.9 | 11.4 | 1.39 | 2.09 | 12.33 | 9.29 | | 1.00 | | 10.55 |
| P | 6.14 | | 7.16 | 4.19 | 11.55 | 8.47 | 3.30 | | 618.0 | MOHAWK JCT.<br>1.4 | 7.5 | 1.34 | 2.04 | 12.27 | 9.24 | | 12.53 | | 10.48 |
| Yard WYP | 6.17 | | 7.20 | 4.22 | 11.57 AM | 8.49 | f 3.32 | | 619.4 | TO-R SPRINGFIELD<br>1.2 | 6.1 | 1.32 | 2.02 | s 12.25 | 9.22 | | 12.50 | | 10.45 |
| (Spur 85) YP | 6.20 | 10.45 AM | 7.23 | 4.26 | 12.01 PM | 8.52 | 3.35 | 3.15 AM | 620.6 | R SPRINGFIELD JCT.<br>3.0 | 4.9 | 1.29 | 1.59 | 12.20 | 9.19 | 12.24 AM | 12.47 | 6.04 AM | 10.42 |
| Yard BKWP | | | | s 4.35<br>4.45 | s **12.10**<br>**12.25** | s 9.01<br>9.10 | s **3.45**<br>**3.55** | s **3.25**<br>**4.00** | 623.6 | TO-R EUGENE<br>1.9 | 1.9 | 1.20<br>s 1.10 | 1.50<br>s 1.40 | **12.10** PM<br>s **11.55** AM | 9.10<br>s 9.00 | 12.15 AM<br>s 11.55 PM | | | |
| Yd. BKWOTYP | 6.40 PM | 11.05 AM | 7.40 AM | 4.52 PM | 12.32 PM | 9.17 AM | 4.02 AM | 4.07 AM | 625.5 | TO-R EUGENE YARD | 0.0 | 1.03 AM | 1.33 AM | 11.48 AM | 8.53 PM | 11.48 PM | 12.30 AM | 5.45 AM | 10.25 AM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (96.9) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | (4.55)<br>19.71 | (0.20)<br>14.70 | (4.40)<br>20.76 | (3.27)<br>28.52 | (3.17)<br>30.02 | (3.07)<br>31.68 | (3.37)<br>26.79 | (0.52)<br>5.65 | | ..........Time over District..........<br>........Average Speed per Hour........ | | (3.42)<br>26.19 | (3.47)<br>26.05 | (4.12)<br>23.43 | (3.32)<br>27.42 | (0.36)<br>8.17 | (5.55)<br>16.38 | (0.19)<br>15.47 | (4.35)<br>21.14 |

**Rule S-72—Exceptions:** No. 330 is superior to Nos. 15, 23 and 17.

Nos. 16, 24 and 18 are superior to No. 329.

No. 17 reduce speed to 10 miles per hour at Westfir, and Crescent Lake daily, and No. 18 at Springfield daily except Sundays and Holidays, to exchange mail.

No. 20 slow down, stop if necessary at Springfield to exchange mail.

Eastward inferior trains may run ahead of delayed first-class trains Springfield Junction to Eugene Yard.

At Crescent Lake Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of the passenger siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of the passenger siding. The main track at Crescent Lake between the east and west switches of the passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is track between main track and station building.

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | Passengers to (or beyond) | Passengers from (or beyond) |
|---|---|---|---|---|
| 19 | Cruzatte and Fields | Sunday<br>Tuesday<br>Thursday | Any Station | Any Station |
| 19 | Wicopee<br>Fields<br>Frazier and Abernethy | Monday<br>Wednesday<br>Friday | Any Station | Any Station |
| 19 | Signal M.P. 598.2 | Receive or discharge | Any Station | Any Station |
| 19 | Salt Creek Falls M.P. 543 | Receive or discharge | Any Station | Any Station |
| 20 | McCredie Springs<br>West Fir<br>Lowell<br>Springfield | Receive or discharge | Eugene | Gerber |
| 16 | Any Station | Discharge | | Klamath Falls |
| 16 | Fields and Wicopee | Receive Sunday | Any Station | |

### EASTWARD / WESTWARD

**Time Table No. 131**

**February 6, 1938**

**Wendling Branch**

| Capacity of Sidings in Car Lengths | Distance from San Francisco | STATIONS | Distance from Mohawk Jct. |
|---|---|---|---|
| Yd. KYP | 662.3 | TO-R WENDLING<br>2.6 | 15.7 |
| (Spur) P | 659.7 | HYLAND<br>1.1 | 13.1 |
| 42 WP | 658.6 | MARCOLA<br>7.1 | 12.0 |
| 30 | 651.5 | YARNELL<br>2.2 | 4.9 |
| | 649.3 | HENDRICKS<br>2.7 | 2.7 |
| P | 646.6 | MOHAWK JCT. | 0.0 |
| | | (15.7) | |
| | | ..........Time over District..........<br>..........Average Speed per Hour.......... | |

## EASTWARD

# BROOKLYN SUBDIVISION

| Capacity of Sidings in Car Lengths | | SECOND CLASS | | | | | | FIRST CLASS | | | | | Distance from San Francisco | | | Time Table No. 131<br>February 6, 1938 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 666 | 686 | 682 | 664 | 678 | 670 | 20 | 18 | 24 | 330 | 16 | | | | | |
| | | Freight | Local Freight | Local Freight | Freight | Local Freight | Freight | Klamath | Oregonian | Cascade | Rogue River | West Coast | | | | | |
| | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | **STATIONS** | |
| Yd | BKWOYPT | 6.00PM | | | 9.05AM | 6.00AM | 1.40AM | 4.52PM | 12.32PM | 9.17AM | 4.07AM | 4.02AM | 649.2 | A. B. S. | TO-R | EUGENE YARD | 3.8 |
| 67 | P | 6.06 | | | 9.15 | 6.07 | 1.46 | 4.56 | 12.36 | 9.21 | 4.11 | 4.06 | 653.0 | | | IRVING | 6.9 |
| 68 | P | 6.17 | | | **9.28** | 6.20 | 1.57 | 5.03 | 12.43 | **9.28** | 4.18 | 4.13 | 659.9 | | | SWAIN | 0.7 |
| 25 | WP | 6.20 | | | 9.35 | 6.22 | 1.59 | f 5.05 | 12.45 | 9.30 | f 4.22 | 4.15 | 660.6 | | TO | JUNCTION CITY | 4.5 |
| 87 | P | 6.30 | | | 9.44 | 6.32 | **2.10** | 5.13 | 12.52 | 9.37 | f 4.30 | 4.23 | 665.1 | | | HARRISBURG | 5.6 |
| 67 | P | 6.40 | | | 9.53 | 6.42 | 2.19 | 5.19 | 12.58 | 9.43 | 4.36 | 4.28 | 670.7 | | | FOLK | 3.1 |
| 98 | P | 6.50 | | | 9.59 | 6.48 | 2.26 | f 5.24 | 1.02 | 9.47 | f 4.41 | 4.33 | 673.8 | | TO | HALSEY | 5.2 |
| 106 | WP | 7.00 | | | 10.07 | 7.00 | 2.35 | 5.30 | **1.08** | 9.53 | f 4.48 | 4.39 | 679.0 | | | SHEDD | 5.6 |
| 106 | P | 7.10 | | | 10.16 | 7.10 | 2.44 | f 5.36 | 1.13 | 9.58 | f 4.55 | 4.45 | 684.6 | | | TANGENT | 5.3 |
| | P | 7.18 | | | 10.24 | 7.20 | 2.52 | 5.41 | 1.18 | 10.03 | 5.01 | 4.50 | 689.9 | | | PAGE | 1.0 |
| Yd | BKWOYPT | 7.25 | | | 10.28 | 7.35 | 2.58 | s 5.48 | s 1.22 | 10.07 | s 5.15 | s 4.59 | 690.9 | | TO-R | ALBANY | 4.5 |
| 98 | P | **7.48** | | | **10.39** | 7.45 | 3.10 | 5.58 | 1.32 | 10.17 | 5.25 | 5.09 | 695.4 | | | MILLERSBURG | 4.1 |
| 104 | P | **8.24** | | | 11.04 | 7.55 | 3.17 | 6.04 | 1.37 | 10.23 | f 5.31 | 5.14 | 699.5 | | | JEFFERSON | 4.7 |
| 68 | WP | 8.35 | | | 11.12 | 8.10 | 3.25 | 6.10 | 1.42 | **10.28** | f 5.37 | 5.19 | 704.2 | | TO | MARION | 6.5 |
| 108 | P | 8.55 | | | **11.22** | 8.25 | 3.35 | 6.17 | 1.49 | 10.35 | f 5.45 | 5.26 | 710.7 | | | TURNER | 6.7 |
| 66 | P | 9.10 | | | 11.33 | 8.40 | 3.46 | 6.24 | 1.56 | **10.42** | 5.53 | 5.34 | 717.4 | | | PRINGLE | 0.8 |
| Yard | BKWOYP | 9.15 | | | 11.36 | 8.55 | 3.49 | s 6.32 | s 2.02 | 10.47 | s 6.00 | s 5.42 | 718.2 | | TO-R | SALEM | 0.6 |
| | P | 9.18 | | | 11.38 | 9.00 | 4.00 | | | | | | 718.8 | | | LEMROCK | 1.5 |
| 80 | P | **9.23** | | | 11.43 | 9.05 | 4.05 | 6.39 | **2.09** | 10.54 | 6.07 | 5.49 | 720.3 | | | FAIR GROUNDS | 1.9 |
| 88 | P | 9.35 | | | 11.47 | 9.32 | 4.09 | 6.42 | 2.12 | 10.57 | 6.10 | 5.52 | 722.2 | | | LABISH | 1.1 |
| 26 | P | 9.40 | | | 11.49 | 9.37 | 4.11 | f 6.44 | 2.13 | 10.58 | f 6.12 | 5.54 | 723.3 | | | CHEMAWA | 3.6 |
| 105 | P | 9.50 | | | 11.55AM | **9.45** | 4.17 | 6.48 | 2.17 | 11.02 | f 6.17 | 5.59 | 726.9 | | TO | BROOKS | 5.2 |
| 67 | P | 10.00 | | | 12.04PM | **9.59** | 4.26 | **6.56** | 2.23 | 11.08 | f 6.23 | 6.05 | 732.1 | | TO | GERVAIS | 2.4 |
| 70 | P | 10.05 | | | 12.08 | 10.10 | 4.30 | 7.01 | 2.26 | 11.11 | 6.27 | 6.09 | 734.5 | | | POPLAR | 0.7 |
| Yard | WYP | 10.10 | | | 12.09 | 10.20 | 4.31 | s 7.05 | 2.27 | 11.12 | s 6.32 | 6.14 | 735.2 | | TO | WOODBURN | 3.6 |
| 46 | P | 10.20 | | | 12.15 | 10.30 | 4.37 | **7.12** | 2.32 | 11.17 | f 6.37 | 6.19 | 738.8 | | | HUBBARD | 2.8 |
| 68 | P | 10.29 | | | 12.19 | 10.40 | 4.42 | 7.16 | 2.36 | 11.21 | 6.41 | 6.23 | 741.6 | | | HITO | 1.6 |
| 11 | P | 10.33 | | | 12.23 | 10.45 | 4.46 | 7.20 | | | 6.44 | 6.26 | 743.2 | | | AURORA | 2.0 |
| 32 | P | 10.37 | | | 12.28 | 11.00 | 4.51 | 7.23 | 2.42 | 11.27 | 6.47 | 6.29 | 745.2 | | | BARLOW | 1.6 |
| 36 | Yard WP | **10.46** | | | 12.31 | 11.10 | 4.54 | s 7.27 | 2.44 | 11.29 | s 6.50 | 6.31 | 746.8 | | TO | CANBY | 0.6 |
| 84 | WYP | **11.11**<br>**11.18** | | | 12.32 | 11.15 | 4.55 | 7.28 | 2.45 | 11.30 | 6.51 | 6.32 | 747.4 | | | FLANDER | 2.7 |
| (Spur 16) | P | 11.25 | | | 12.39 | 11.30 | 5.02 | 7.32 | 2.50 | | 6.56 | 6.37 | 750.1 | | | NEW ERA | 0.7 |
| 67 | P | 11.30 | | | 12.41 | **11.36** | 5.04 | 7.34 | 2.52 | **11.36** | 6.58 | 6.39 | 750.8 | | | COALCA | 2.1 |
| 25 | P | 11.37 | | | 12.46 | 11.45 | 5.09 | 7.40 | 2.57 | 11.41 | 7.03 | 6.44 | 752.9 | | | PULP | 2.6 |
| 118 | WP | 11.42 | | | **12.54** | 11.55AM | 5.15 | s **7.55** | 3.01 | 11.45 | s 7.10 | s 6.48 | 755.5 | | TO | OREGON CITY | 0.6 |
| | PI | | | | | | | | | | | | 756.1 | | | W. V. R. CROSSING | 1.2 |
| | | | | | | | | 7.59 | 3.06 | 11.51 | 7.16 | 6.54 | 757.3 | | | PARK PLACE | 2.7 |
| 106 | P | 11.52 | | | 1.02 | **12.37**PM | 5.29 | f 8.07 | 3.12 | 11.57AM | f 7.23 | 7.00 | 760.0 | | | CLACKAMAS | 4.1 |
| 76 | P | 11.59PM | | | 1.09 | 12.45 | 5.36 | 8.15 | 3.17 | 12.02PM | **7.29** | 7.06 | 764.1 | | | EAST MILWAUKIE | 1.1 |
| | P | 12.05AM | 7.20PM | 3.40PM | 1.11 | 12.55 | 5.38 | 8.17 | 3.19 | 12.04 | 7.31 | 7.11 | 765.2 | | | WILLSBURG JCT. | 0.8 |
| | | 12.07 | 7.22 | 3.42 | 1.13 | 12.57 | 5.40 | 8.18 | 3.20 | 12.05 | 7.33 | 7.13 | 766.0 | | | REED | 0.9 |
| Yd. | BKWOTP | 12.10AM | 7.25PM | 3.45PM | 1.15PM | 1.00PM | 5.45AM | 8.20 | 3.21 | 12.06 | 7.35 | **7.15** | 766.9 | | TO-R | BROOKLYN | 2.3 |
| | IP | | | | | | | 8.31 | 3.32 | 12.17 | 7.46 | 7.26 | 769.2 | Double Track | | CLAY STREET | 0.5 |
| | | | | | | | | s 8.35 | 3.35 | 12.20 | s 7.50 | f 7.30 | 769.7 | | | EAST MORRISON ST. | 1.3 |
| | BKIP | | | | | | | s 8.45 | s 3.45PM | s 12.30PM | s 8.00AM | s 7.40AM | 771.0 | | TO-R | PORTLAND | |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | (121.8) | |
| | | (6.10)<br>19.09 | (0.05)<br>20.40 | (0.05)<br>20.40 | (4.10)<br>28.25 | (7.00)<br>16.81 | (4.05)<br>28.83 | (4.07)<br>28.55 | (3.13)<br>37.87 | (3.13)<br>37.87 | (3.53)<br>31.36 | (3.38)<br>33.52 | | | | ............Time over District<br>............Average Speed per Hour | |

No. 16 stop if necessary at Aurora and Nos. 17, 18 and 20 reduce speed to 10 miles per hour at Oregon City to exchange mail.

Scheduled time and train orders of Westward first-class trains at Brooklyn apply at crossover which enters the yard just west of telegraph office.

Schedule time and train orders of Eastward first-class trains Eugene Yard applies at east switch Eugene siding opposite signals 6490-6491.

See page 7 for Tallman Branch trains using siding between Page and Albany and page 10 for Falls City Branch trains between Salem and Lemrock. Falls City Branch trains may run ahead of delayed Main Line first-class trains between Salem and Lemrock.

### ADDITIONAL STATIONS

| | |
|---|---|
| Hawley Pulp & Paper Co. | M. P. 752.2—27 cars |
| Haskell | M. P. 761.0— 7 cars |

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | Passengers to (or beyond) | Passengers from (or beyond) |
|---|---|---|---|---|
| 20 | Any Station | Discharge | | West of Eugene |
| 16 | Any Station | Discharge | | West of Klamath Falls |
| 24 | Albany & Salem | Discharge | | Berkeley |

# BROOKLYN SUBDIVISION

## WESTWARD

| Time Table No. 131<br>February 6, 1938 | Distance from Portland | FIRST CLASS | | | | | SECOND CLASS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 19 | 23 | 329 | 17 | 15 | 677 | 663 | 665 | 669 | 685 | 681 |
| | | Klamath | Cascade | Rogue River | Oregonian | West Coast | Local Freight | Freight | Freight | Freight | Local Freight | Local Freight |
| **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| TO-R EUGENE YARD<br>3.8 | 121.8 | 11.48 AM | 8.53 PM | 11.48 PM | 1.03 AM | 1.33 AM | 2.15 PM | 4.20 PM | 10.05 PM | 2.50 AM | | |
| IRVING<br>6.9 | 118.0 | 11.43 | 8.49 | f 11.44 | 12.59 | 1.29 | 2.08 | 4.13 | 9.59 | 2.38 | | |
| SWAIN<br>0.7 | 111.1 | 11.36 | 8.42 | 11.35 | 12.52 | 1.22 | 1.55 | 4.02 | 9.48 | 2.23 | | |
| TO JUNCTION CITY<br>4.5 | 110.4 | f 11.34 | 8.40 | s 11.32 | 12.50 | 1.20 | 1.50 | 4.00 | 9.46 | 2.20 | | |
| HARRISBURG<br>5.6 | 105.9 | f 11.26 | 8.32 | s 11.22 | 12.42 | 1.12 | 1.40 | 3.51 | 9.38 | **2.10** | | |
| FOLK<br>3.1 | 100.3 | 11.19 | 8.26 | 11.13 | 12.36 | 1.05 | 1.30 | 3.42 | 9.29 | 2.01 | | |
| TO HALSEY<br>5.2 | 97.2 | f 11.14 | 8.21 | s 11.09 | 12.32 | 1.01 | 1.18 | 3.36 | 9.23 | 1.55 | | |
| SHEDD<br>5.6 | 92.0 | 11.08 | 8.15 | s 10.59 | 12.26 | 12.54 | **1.08** | 3.27 | 9.04 | 1.45 | | |
| TANGENT<br>5.3 | 86.4 | 11.02 | 8.09 | s 10.49 | 12.20 | 12.48 | 12.50 | 3.18 | 8.55 | 1.35 | | |
| PAGE<br>1.0 | 81.1 | 10.56 | 8.04 | 10.40 | 12.15 | 12.42 | 12.35 | 3.10 | 8.47 | 1.25 | | |
| TO-R ALBANY<br>4.5 | 80.1 | s 10.51 | 8.00 | s 10.36 | s 12.10 AM | s 12.38 | 12.30 | 3.06 | 8.43 | 1.20 | | |
| MILLERSBURG<br>4.1 | 75.6 | **10.39** | **7.48** | 10.17 | 11.58 PM | 12.27 | 12.15 | 2.54 | 8.31 | 1.07 | | |
| JEFFERSON<br>4.7 | 71.5 | f 10.34 | 7.43 | s 10.11 | 11.53 | 12.22 | 12.01 PM | 2.47 | **8.24** | 12.57 | | |
| TO MARION<br>6.5 | 66.8 | **10.28** | 7.37 | s 10.03 | 11.47 | 12.16 | 11.45 AM | 2.40 | 8.15 | 12.47 | | |
| TURNER<br>6.7 | 60.3 | 10.18 | 7.30 | s 9.52 | 11.40 | 12.09 | **11.22** | 2.30 | 8.05 | 12.37 | | |
| PRINGLE<br>0.8 | 53.6 | 10.10 | 7.22 | 9.40 | 11.32 | 12.01 AM | **10.42** | 2.19 | 7.54 | 12.25 | | |
| TO-R SALEM<br>0.6 | 52.8 | s 10.06 | 7.19 | s 9.37 | s 11.29 | s 11.58 PM | 10.27 | 2.16 | 7.51 | 12.21 | | |
| LEMROCK<br>1.5 | 52.2 | | | | | | 10.25 | 2.14 | 7.49 | 12.18 | | |
| FAIR GROUNDS<br>1.9 | 50.7 | 9.56 | 7.11 | **9.23** | 11.21 | 11.50 | 10.20 | **2.09** | 7.44 | 12.13 | | |
| LABISH<br>1.1 | 48.8 | 9.53 | 7.08 | 9.17 | 11.18 | 11.47 | 10.16 | 1.58 | 7.40 | 12.09 | | |
| CHEMAWA<br>3.6 | 47.7 | f 9.50 | 7.06 | s 9.15 | 11.16 | 11.45 | 10.14 | 1.56 | 7.38 | 12.07 | | |
| A. B. S. TO BROOKS<br>5.2 | 44.1 | f **9.45** | 7.02 | s 9.09 | 11.12 | 11.41 | 10.08 | 1.50 | 7.32 | 12.01 AM | | |
| TO GERVAIS<br>2.4 | 38.9 | 9.39 | **6.56** | s 9.00 | 11.06 | 11.35 | **9.59** | 1.41 | 7.23 | 11.52 PM | | |
| POPLAR<br>0.7 | 36.5 | 9.35 | 6.53 | 8.54 | 11.03 | 11.31 | 9.40 | 1.37 | 7.19 | 11.47 | | |
| TO WOODBURN<br>3.6 | 35.8 | s **9.33** | 6.52 | s 8.52 | 11.02 | 11.29 | **9.33** | 1.36 | 7.18 | 11.45 | | |
| HUBBARD<br>2.8 | 32.2 | 9.28 | 6.47 | s 8.38 | 10.57 | 11.24 | 9.10 | 1.30 | **7.12** | 11.35 | | |
| HITO<br>1.6 | 29.4 | 9.24 | 6.44 | 8.34 | 10.54 | 11.20 | 8.50 | 1.25 | 7.03 | 11.30 | | |
| AURORA<br>2.0 | 27.8 | 9.21 | 6.41 | s 8.31 | 10.51 | 11.17 | 8.45 | 1.21 | 6.59 | 11.26 | | |
| BARLOW<br>1.6 | 25.8 | 9.18 | 6.38 | f 8.25 | 10.48 | 11.14 | 8.40 | 1.17 | 6.54 | 11.22 | | |
| TO CANBY<br>0.6 | 24.2 | f 9.15 | 6.36 | s 8.23 | **10.46** | 11.12 | 8.35 | 1.14 | 6.51 | 11.19 | | |
| FLANDER<br>2.7 | 23.6 | 9.14 | 6.35 | 8.20 | 10.45 | **11.11** | 8.30 | 1.13 | 6.50 | **11.18** | | |
| NEW ERA<br>0.7 | 20.9 | 9.09 | 6.30 | 8.15 | 10.40 | 11.06 | 8.17 | 1.07 | 6.43 | 11.11 | | |
| COALCA<br>2.1 | 20.2 | 9.07 | 6.28 | 8.13 | 10.38 | **11.04** | 8.15 | 1.05 | 6.41 | **11.04** | | |
| PULP<br>2.6 | 18.1 | 9.02 | 6.23 | 8.05 | 10.33 | 10.59 | 8.05 | 1.00 | 6.36 | 10.53 | | |
| TO OREGON CITY<br>0.6 | 15.5 | s 8.57 | 6.19 | s **7.55** | 10.29 | 10.55 | 7.55 | **12.54** | 6.31 | 10.46 | | |
| W. V. R. CROSSING<br>1.2 | 14.9 | | | | | | | | | | | |
| PARK PLACE<br>2.7 | 13.7 | 8.51 | 6.15 | f 7.50 | 10.25 | 10.50 | | | | | | |
| CLACKAMAS<br>4.1 | 11.0 | 8.45 | 6.09 | s 7.44 | 10.19 | 10.44 | 7.40 | **12.37** | 6.18 | 10.33 | | |
| EAST MILWAUKIE<br>1.1 | 6.9 | 8.39 | 6.04 | f 7.39 | 10.14 | 10.39 | **7.29** | 12.30 | 6.11 | 10.26 | | |
| WILLSBURG JCT.<br>0.8 | 5.8 | 8.37 | 6.02 | 7.37 | 10.12 | 10.37 | 7.20 | 12.28 | 6.09 | 10.24 | 11.35 PM | 11.50 PM |
| REED<br>0.9 | 5.0 | 8.36 | 6.01 | 7.36 | 10.11 | 10.36 | 7.17 | | 6.07 | 10.22 | 11.32 | 11.47 |
| TO-R BROOKLYN<br>2.3 | 4.1 | 8.35 | 6.00 | 7.35 | 10.10 | 10.35 | **7.15** AM | 12.25 PM | 6.05 PM | 10.20 PM | 11.30 PM | 11.45 PM |
| CLAY STREET (Double Track)<br>0.5 | 1.8 | 8.25 | 5.50 | 7.25 | 10.00 | 10.25 | | | | | | |
| EAST MORRISON ST. (Double Track)<br>1.3 | 1.3 | s 8.22 | 5.47 | s 7.22 | 9.57 | s 10.22 | | | | | | |
| TO-R PORTLAND | 0.0 | 8.15 AM | 5.40 PM | 7.15 PM | 9.50 PM | 10.15 PM | | | | | | |
| (121.8) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| Time over District | | (3.33) | (3.13) | (4.33) | (3.13) | (3.18) | (7.00) | (3.55) | (4.00) | (4.30) | (0.05) | (0.05) |
| Average Speed per Hour | | 34.31 | 37.86 | 26.76 | 37.86 | 36.90 | 16.81 | 30.05 | 29.42 | 26.15 | 20.40 | 20.40 |

See page 7 for Tallman Branch trains using siding between Albany and Page, and page 10 for Falls City Branch trains between Lemrock and Salem.

Falls City Branch trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock.

| ADDITIONAL STATIONS | | |
|---|---|---|
| Hawley Pulp & Paper Co. | M. P. 752.2 | 27 cars |
| Haskell | M. P. 761.0 | 7 cars |

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | Passengers to (or beyond) | Passengers from (or beyond) |
|---|---|---|---|---|
| 19 | Clackamas, Hubbard & Turner | Receive | Eugene | |
| 329 | Any Station | Receive | Eugene | |
| 15 | Any Station | Receive | Klamath Falls | |
| 23 | Salem & Albany | Receive | Berkeley | |
| 17 | East Morrison St. | Receive | Klamath Falls | |

# MARSHFIELD SUBDIVISION

| EASTWARD | | | | | | | | WESTWARD |
|---|---|---|---|---|---|---|---|---|
| Capacity of sidings in car lengths | SECOND CLASS<br>752<br>Local Freight<br>Leave Daily Ex. Sunday | FIRST CLASS<br>334<br>Coos Bay<br>Leave Daily | Distance from San Francisco | | Time Table No. 131<br>February 6, 1938<br>Coos Bay Branch<br>STATIONS | Distance from Powers | FIRST CLASS<br>333<br>Coos Bay<br>Arrive Daily | SECOND CLASS<br>751<br>Local Freight<br>Arrive Daily Ex. Sunday |
| Yard BKWP | | 12.30 AM | 647.3 | TO-R | EUGENE<br>1.0 | 166.2 | s 12.01 AM | |
| Yard BKWOYTP | 6.30 AM | | 648.3 | TO-R | EUGENE YARD<br>1.0 | 165.2 | | 11.45 AM |
| | | | 649.3 | | O. E. CROSSING<br>2.3 | 164.2 | 11.54 PM | |
| 61 | 6.42 | | 651.6 | | DANEBO<br>5.9 | 161.9 | 11.49 | 11.35 |
| | 7.00 | f 12.55 | 657.5 | | MAYWOOD<br>3.0 | 156.0 | f 11.33 | |
| 44 P | 7.08 | f 1.02 | 660.5 | TO | VENETA<br>1.6 | 153.0 | s 11.27 | 11.05 |
| | | f | 662.1 | | LONG TOM<br>3.2 | 151.4 | f | |
| 33 WP | 7.20 | f 1.12 | 665.3 | | NOTI<br>3.0 | 148.2 | f 11.16 | 10.45 |
| | 7.30 | f 1.19 | 668.3 | | VAUGHN<br>3.2 | 145.2 | f 11.09 | |
| 19 | 7.40 | f 1.26 | 671.5 | | FLAGG<br>1.2 | 142.0 | f | 10.25 |
| P | | f 1.30 | 672.7 | | PENN<br>3.2 | 140.8 | f 11.00 | |
| 30 P | 7.55 | f 1.37 | 675.9 | | WALTON<br>0.7 | 137.6 | f 10.52 | 10.10 |
| | | f | 676.6 | | SHANNON<br>2.4 | 136.9 | f | |
| PW | | f | 679.0 | | GLOBE<br>3.1 | 134.5 | f | |
| | | f | 682.1 | | AUSTA<br>1.9 | 131.4 | f | |
| | | f | 684.0 | | LINSLAW<br>1.0 | 129.5 | f | |
| 60 P | 8.15 | f 1.58 | 685.0 | | RICHARDSON<br>3.1 | 128.5 | f 10.32 | 9.40 |
| | | f | 688.1 | | BEECHER<br>5.7 | 125.4 | f | |
| 47 WP | 8.40 | f 2.18 | 693.8 | | NEKOMA<br>3.3 | 119.7 | f 10.14 | 9.10 |
| 60 P | **8.55** | f 2.26 | 697.1 | TO | SWISSHOME<br>0.7 | 116.4 | f 10.06 | **8.55** |
| | | f | 697.8 | | SIUSLAW<br>2.8 | 115.7 | f 10.04 | |
| 13 | 9.20 | f 2.35 | 700.6 | | RAINROCK<br>4.7 | 112.9 | f 9.58 | 8.40 |
| 57 P | 9.55 | s 2.48 | 705.3 | | MAPLETON<br>5.0 | 108.2 | s 9.49 | 8.25 |
| | 10.10 | f 3.01 | 710.3 | | BECK<br>4.7 | 103.2 | f 9.36 | 8.10 |
| 60 WP | 10.25 | f 3.11 | 715.0 | | WENDSON<br>1.3 | 98.5 | f 9.26 | 8.00 |
| P | 10.35 | s 3.25 | 716.3 | TO | CUSHMAN<br>1.7 | 97.2 | s 9.22 | 7.45 |
| 20 | 10.50 | s 3.30 | 718.0 | | SIBOCO<br>3.3 | 95.5 | s 9.14 | 7.35 |
| (Spur18) P | 11.20 | f 3.40 | 721.3 | | CANARY<br>3.7 | 92.2 | f 9.05 | 7.20 |
| 13 P | 11.55 AM | s 3.50 | 725.0 | | SILTCOOS<br>2.2 | 88.5 | s 8.55 | 7.05 |
| (Spur 12) | 12.10 PM | f 3.58 | 727.2 | | ADA<br>1.1 | 86.3 | f 8.49 | 6.55 |
| 40 P | 12.20 | f 4.02 | 728.3 | | BOOTH<br>4.5 | 85.2 | f 8.47 | 6.45 |
| 19 P | 12.45 | f 4.14 | 732.8 | | KROLL<br>2.3 | 80.7 | f 8.36 | 6.30 |
| 15 | 1.00 | f 4.19 | 735.1 | | BRENHAM<br>3.7 | 78.4 | f 8.30 | 6.20 |
| 42 P | 1.30 | s 4.28 | 738.8 | | GARDINER<br>1.6 | 74.7 | s 8.22 | 6.05 |
| Yard KWP | 2.00 PM | s 4.35 AM | 740.4 | TO-R | REEDSPORT | 73.1 | 8.15 PM | 6.00 AM |
| | Arrive Daily Ex. Sunday | Arrive Daily | | | (93.1) | | Leave Daily | Leave Daily Ex. Sunday |
| | (7.30)<br>12.28 | (4.05)<br>22.80 | | | Time over District<br>Average Speed per Hour | | (3.46)<br>24.72 | (5.45)<br>16.02 |

| EASTWARD | | | | | | | | WESTWARD |
|---|---|---|---|---|---|---|---|---|
| Capacity of sidings in car lengths | SECOND CLASS<br>752<br>Local Freight<br>Leave Daily Ex. Sunday | FIRST CLASS<br>334<br>Coos Bay<br>Leave Daily | Distance from San Francisco | | Time Table No. 131<br>February 6, 1938<br>Coos Bay Branch<br>STATIONS | Distance from Powers | FIRST CLASS<br>333<br>Coos Bay<br>Arrive Daily | SECOND CLASS<br>751<br>Local Freight<br>Arrive Daily Ex. Sunday |
| Yard KWP | 2.30 PM | 4.40 AM | 740.4 | TO-R | REEDSPORT<br>4.8 | 73.1 | s 8.10 PM | 5.50 AM |
| 30 | 2.45 | f 4.52 | 745.2 | | THARP<br>2.8 | 68.3 | f 7.59 | 5.35 |
| | | f | 748.0 | | WILLARD<br>3.0 | 65.5 | f | |
| | | s | 751.0 | | NORTH LAKE<br>1.1 | 62.5 | s | |
| 60 WP | 3.10 | s **5.12** | 752.1 | | LAKESIDE<br>7.2 | 61.4 | s 7.42 | **5.12** |
| 13 P | 3.30 | f 5.27 | 759.3 | | HAUSER<br>2.5 | 54.2 | f 7.28 | 4.35 |
| | | f | 761.8 | | ROGERS<br>1.2 | 51.7 | f | |
| 60 | 3.40 | f 5.37 | 763.0 | | COOS<br>2.6 | 50.5 | f 7.21 | 4.25 |
| 60 P | 3.55 | s 5.59 | 765.6 | | NORTH BEND<br>3.3 | 47.9 | s 7.12 | 4.15 |
| Yard BKWOYP | 4.10 PM | s 6.20 AM | 768.9 | TO-R | MARSHFIELD<br>1.6 | 44.6 | 7 00 PM | 4.00 AM |
| 62 P | | | 770.5 | | McCORMAC<br>0.8 | 43.0 | | |
| | | | 771.3 | | CLEO<br>1.8 | 42.2 | | |
| | | | 773.1 | | HAYDEN<br>0.8 | 40.4 | | |
| | | | 773.9 | | INLET<br>4.6 | 39.6 | | |
| Yard P | | | 778.5 | | OVERLAND<br>6.0 | 35.0 | | |
| 25 P | | | 784.5 | | CEDAR POINT<br>0.5 | 29.0 | | |
| 100 | | | 785.0 | | FAIRVIEW JUNCTION<br>0.8 | 28.5 | | |
| Yard BKP | | | 785.8 | TO-R | COQUILLE<br>2.8 | 27.7 | | |
| | | | 788.6 | | JOHNSON<br>3.2 | 24.9 | | |
| 41 P | | | 791.8 | | NORWAY<br>2.9 | 21.7 | | |
| Yard WTP | | | 794.7 | TO | MYRTLE POINT<br>1.7 | 18.8 | | |
| | | | 796.4 | | ESTABROOK<br>3.3 | 17.1 | | |
| (Spur 9) | | | 799.7 | | BROADBENT<br>2.4 | 13.8 | | |
| Yard P | | | 802.1 | | WARNER<br>5.5 | 11.4 | | |
| Yard P | | | 807.6 | | GAYLORD<br>1.2 | 5.9 | | |
| (Spur 18) | | | 808.8 | | BYERLE<br>1.5 | 4.7 | | |
| | | | 810.3 | | FENSLER<br>3.2 | 3.2 | | |
| Yard BKWTP | | | 813.5 | R | POWERS | 0.0 | | |
| | Arrive Daily Ex. Sunday | Arrive Daily | | | (73.1) | | Leave Daily | Leave Daily Ex. Sunday |
| | (1.40)<br>17.10 | (1.40)<br>17.10 | | | Time over District<br>Average Speed per Hour | | (1.10)<br>24.42 | (1.50)<br>15.54 |

Water Supply MP 780.8

ADDITIONAL FLAG STOPS

| Train | At | |
|---|---|---|
| All | School | M. P. 744.2 |
| All | Ivy | M. P. 747.1 |
| All | Bufo | M. P. 749.0 |

# BROOKLYN SUBDIVISION

## EASTWARD / WESTWARD

| Capacity of sidings in car lengths | SECOND CLASS 732 Mixed Leave Daily Ex. Sunday | Distance from San Francisco | | Time Table No. 131 February 6, 1938 Tallman Branch STATIONS | Distance from Tallman | SECOND CLASS 731 Mixed Arrive Daily Ex. Sunday |
|---|---|---|---|---|---|---|
| Yd. BKWOTYP | 6.20 AM | 690.9 | TO-R | ALBANY | 8.8 | 4.30 PM |
| | | | | 1.0 | | |
| P | 6.24 | 689.9<br>689.5 | | PAGE | 7.8 | 4.25 |
| | | | | 2.0 | | |
| 9 | 6.28 | 691.5 | | FROMAN | 5.8 | 4.18 |
| | | | | 2.2 | | |
| 9 | 6.33 | 693.7 | | FRY | 3.6 | 4.11 |
| | | | | 1.7 | | |
| 10 | 6.37 | 695.4 | | GOLTRA | 1.9 | 4.06 |
| | | | | 1.9 | | |
| Yard YP | 6.43 AM | 697.3 | R | TALLMAN | 0.0 | 4.00 PM |
| | Arrive Daily Ex. Sunday | | | (8.8) | | Leave Daily Ex. Sunday |
| | (0.23)<br>22.96 | | | ........Time over District........<br>....Average Speed per Hour.... | | (0.30)<br>17.60 |

## EASTWARD / WESTWARD

| Capacity of sidings in car lengths | SECOND CLASS 732 Mixed Leave Daily Ex. Sunday | Distance from San Francisco | | Time Table No. 131 February 6, 1938 Woodburn-Springfield Branch STATIONS | Distance from Woodburn | SECOND CLASS 731 Mixed Arrive Daily Ex. Sunday |
|---|---|---|---|---|---|---|
| Yard WYP | | 645.0 | TO-R | SPRINGFIELD | 92.8 | |
| | | | | 3.9 | | |
| (Spur 10) | | 648.9 | | ARMITAGE | 88.9 | |
| | | | | 3.5 | | |
| 12 | | 652.4 | | COBURG | 85.4 | |
| | | | | 7.9 | | |
| (Spur 10) P | | 660.3 | | PRICEBORO | 77.5 | |
| | | | | 3.3 | | |
| 11 P | | 663.6 | | ROWLAND | 74.2 | |
| | | | | 8.4 | | |
| 9 PW | | 672.0 | TO | BROWNSVILLE | 65.8 | |
| | | | | 6.3 | | |
| 12 | | 678.3 | | PLAINVIEW | 59.5 | |
| | | | | 4.1 | | |
| 10 | | 682.4 | | LOWSON | 55.4 | |
| | | | | 2.4 | | |
| Yard YP | 6.45 AM | 684.8 | R | TALLMAN | 53.0 | 3.55 PM |
| | | | | 0.7 | | |
| 11 | 6.50 | 685.5 | | IRVINVILLE | 52.3 | 3.50 |
| | | | | 3.0 | | |
| Yard KWP | 7.15 | 688.5 | ABS{ TO-R | LEBANON | 49.3 | 3.40 |
| | | | | 4.3 | | |
| 12 | 7.30 | 692.8 | | BREWSTER | 45.0 | 3.30 |
| | | | | 2.1 | | |
| 13 | 7.40 | 694.9 | | GRIGGS | 42.9 | 3.25 |
| | | | | 2.5 | | |
| 12 P | 7.50 | 697.4 | | CRABTREE | 40.4 | 3.15 |
| | | | | 1.5 | | |
| (Spur 11) | 7.55 | 698.9 | | GAINES | 38.9 | 3.10 |
| | | | | 1.7 | | |
| | | 700.6 | | GILKEY | 37.2 | |
| | | | | 2.3 | | |
| 15 P | 8.10 | 702.9 | TO | WEST SCIO | 34.9 | 2.55 |
| | | | | 1.8 | | |
| Yard WYP | 8.20 AM | 704.7 | R | SHELBURN | 33.1 | 2.50 PM |
| | | | | 2.2 | | |
| 14 | | 706.9 | | NORTH SANTIAM | 30.9 | |
| | | | | 1.4 | | |
| 10 | | 708.3 | | WEST STAYTON | 29.5 | |
| | | | | 3.8 | | |
| W | | 712.1 | | AUMSVILLE | 25.7 | |
| | | | | 2.9 | | |
| 26 | | 715.0 | | SHAW | 22.8 | |
| | | | | 2.4 | | |
| 14 | | 717.4 | | MACLEAY | 20.4 | |
| | | | | 2.0 | | |
| 21 YP | | 719.4 | R | GEER | 18.4 | |
| | | | | 1.9 | | |
| 17 | | 721.3 | | PRATUM | 16.5 | |
| | | | | 1.7 | | |
| (Spur 10) | | 723.0 | | SWITZERLAND | 14.8 | |
| | | | | 4.3 | | |
| Yard KWYP | | 727.3 | TO-R | SILVERTON | 10.5 | |
| | | | | 2.3 | | |
| (Spur 11) | | 729.6 | | DOWNS | 8.2 | |
| | | | | 1.9 | | |
| 26 P | | 731.5 | TO | MT. ANGEL | 6.3 | |
| | | | | 2.2 | | |
| 14 | | 733.7 | | McKEE | 4.1 | |
| | | | | 4.1 | | |
| Yard WYP | | 737.8 | TO-R | WOODBURN | 0.0 | |
| | Arrive Daily Ex. Sunday | | | (92.8) | | Leave Daily Ex. Sunday |
| | (1.35)<br>11.51 | | | ..............Time over District..............<br>Average Speed per Hour | | (1.05)<br>18.37 |

## EASTWARD / WESTWARD

| Capacity of sidings in car lengths | SECOND CLASS 732 Mixed Leave Daily Ex. Sunday | Distance from San Francisco | | Time Table No. 131 February 6, 1938 Mill City Branch STATIONS | Distance from Idanha | SECOND CLASS 731 Mixed Arrive Daily Ex. Sunday |
|---|---|---|---|---|---|---|
| Yard WYP | 8.25 AM | 705.0 | R | SHELBURN | 45.0 | 2.45 PM |
| | | | | 5.9 | | |
| 11 P | 8.50 | 710.9 | | KINGSTON | 39.1 | 2.20 |
| | | | | 4.5 | | |
| | | 715.4 | | WILLIAMS | 34.6 | |
| | | | | 3.9 | | |
| 18 WP | 9.20 | 719.3 | TO | LYONS | 30.7 | 1.50 |
| | | | | 0.9 | | |
| (Spur 9) P | | 720.2 | | FAWN | 29.8 | |
| | | | | 2.3 | | |
| | 9.35 | 722.5 | | FOX VALLEY | 27.5 | 1.35 |
| | | | | 4.1 | | |
| Yard KWYP | 9.55 AM | 726.6 | TO-R | MILL CITY | 23.4 | 1.15 PM |
| | | | | 2.9 | | |
| 19 P | | 729.5 | | GATES | 20.5 | |
| | | | | 4.3 | | |
| | | 733.8 | | NIAGARA | 16.2 | |
| | | | | 1.9 | | |
| 23 | | 735.7 | | LAKEWOOD | 14.3 | |
| | | | | 4.4 | | |
| 7 | | 740.1 | | GRANITE MOUNTAIN | 9.9 | |
| | | | | 0.7 | | |
| | | 740.8 | | HALLS | 9.2 | |
| | | | | 0.6 | | |
| 30 | | 741.4 | | ELK RIVER | 8.6 | |
| | | | | 4.5 | | |
| Yard WPT | | 745.9 | R | DETROIT | 4.1 | |
| | | | | 0.7 | | |
| 12 | | 746.6 | | LARSON | 3.4 | |
| | | | | 1.6 | | |
| 27 | | 748.2 | | GREYSTONE | 1.8 | |
| | | | | 0.6 | | |
| | | 748.8 | | BIRCHWOOD | 1.2 | |
| | | | | 1.2 | | |
| 25 | | 750.0 | | IDANHA | 0.0 | |
| | Arrive Daily Ex. Sunday | | | (45.0) | | Leave Daily Ex. Sunday |
| | (1.30)<br>14.40 | | | .........Time over District.........<br>...Average Speed per Hour.... | | (1.30)<br>14.40 |

## EASTWARD / WESTWARD

| Capacity of sidings in car lengths | | Distance from San Francisco | | Time Table No. 131 February 6, 1938 Geer Branch STATIONS | Distance from Geer | |
|---|---|---|---|---|---|---|
| Yd. BKWOYP | | 725.9 | TO-R | SALEM | 6.5 | |
| | | | | 3.3 | | |
| | | 722.6 | | LACHMUND | 3.2 | |
| | | | | 3.2 | | |
| 21 YP | | 719.4 | R | GEER | 0.0 | |
| | | | | (6.5) | | |
| | | | | .........Time over District.........<br>....Average Speed per Hour.... | | |

Water Supply—M.P. 738.9 Mill City Branch

Woodburn-Springfield Branch:

Additional Stations

| Station | M.P. |
|---|---|
| Chestnut | M.P. 650.5— 7 cars (spur) |
| Anderson | M.P. 652.0— 3 cars (spur) |
| Wilkins | M.P. 656.5— 5 cars (spur) |
| Twin Buttes | M.P. 667.6— 3 cars (spur) |
| Stanwood | M.P. 671.0— 5 cars |
| Linn | M.P. 674.3— 3 cars (spur) |
| C. W. Paper Co. | M.P. 687.9—30 cars (spur) |
| Balm | M.P. 696.5—10 cars (spur) |
| Shaff | M.P. 709.9— 4 cars (spur) |
| Baron | M.P. 732.6— 7 cars (spur) |

Mill City Branch:

| Station | M.P. |
|---|---|
| Cascade Operating Co. | M.P. 729.9—15 cars |
| Cumley | M.P. 735.1—26 cars |

## EASTWARD / WESTWARD

| Capacity of sidings in car lengths | SECOND CLASS 710 Mixed Leave Mon. Wed., Fri. | SECOND CLASS 706 Mixed Leave Tues., Thurs., Sat. | Distance from San Francisco | | Time Table No. 131 February 6, 1938 Toledo Branch STATIONS | Distance from Albany | SECOND CLASS 705 Mixed Arrive Mon., Wed., Fri. | SECOND CLASS 709 Mixed Arrive Tues., Thurs., Sat. |
|---|---|---|---|---|---|---|---|---|
| Yard BKPOTW | | 7.45 AM | 765.6 | TO-R | TOLEDO | 74.7 | 12.45 PM | |
| | | | | | 9.1 | | | |
| | | 8.15 | 756.5 | | ELK CITY | 65.6 | 12.05 PM | |
| | | | | | 2.7 | | | |
| | | 8.25 | 753.8 | | MORRISON | 62.9 | 11.50 AM | |
| | | | | | 3.2 | | | |
| 10 P | | 8.40 | 750.6 | | CHITWOOD | 59.7 | 11.35 | |
| | | | | | 5.4 | | | |
| 35 P | | 9.00 | 745.2 | | EDDYVILLE | 54.3 | 11.15 | |
| | | | | | 6.3 | | | |
| 39 P | | 9.20 | 738.9 | | NORTONS | 48.0 | 10.50 | |
| | | | | | 5.2 | | | |
| 29 TWP | | 9.40 | 733.7 | | NASHVILLE | 42.8 | 10.30 | |
| | | | | | 5.2 | | | |
| 33 P | | 10.05 | 728.5 | | SUMMIT | 37.6 | 10.05 | |
| | | | | | 2.5 | | | |
| | | | 726.0 | | DEVITT | 35.1 | | |
| | | | | | 2.8 | | | |
| 11 P | | 11.25 | 723.2 | | BLODGETT | 32.3 | 8.30 | |
| | | | | | 1.2 | | | |
| W | | | 722.0 | | ALDER | 31.1 | | |
| | | | | | 3.6 | | | |
| 8 | | | 718.4 | | HARRIS | 27.5 | | |
| | | | | | 1.2 | | | |
| | | | 717.2 | | RUSSELL | 26.3 | | |
| | | | | | 1.3 | | | |
| 15 P | | 11.55 AM | 715.9 | | WRENS | 25.0 | 7.50 | |
| | | | | | 6.5 | | | |
| P | | | 709.4 | | FLYNN | 18.5 | | |
| | | | | | 0.9 | | | |
| 18 WP | | 12.30 PM | 708.5 | | PHILOMATH | 17.6 | 7.20 | |
| | | | | | 2.5 | | | |
| | | | 706.0 | | CONROY | 15.1 | | |
| | | | | | 2.9 | | | |
| Yd. BKWOYP | 1.10 PM | 1.10 | 703.1 | TO-R | CORVALLIS | 12.2 | 7.00 | 7.00 AM |
| | | | | | 1.0 | | | |
| YP | 1.25 | 1.25 | 702.1 | | CORVALLIS JCT. | 11.2 | 6.40 | 6.40 |
| | | | | | 5.0 | | | |
| 25 | 1.45 | 1.45 | 697.1 | | GRANGER | 6.2 | 6.23 | 6.23 |
| | | | | | 4.5 | | | |
| | | | 692.6 | | NORTH ALBANY | 1.7 | | |
| | | | | | 1.7 | | | |
| Yd. BKWOYP | 2.10 PM | 2.10 PM | 690.9 | TO-R | ALBANY | 0.0 | 6.00 AM | 6.00 AM |
| | Arrive Mon., Wed., Fri. | Arrive Tues., Thurs., Sat. | | | (74.7 | | Lv. Mon., Wed., Fri. | Lv. Tues., Thurs., Sat. |
| | (1.00)<br>12.20 | (6.25)<br>11.64 | | | ..............Time over District..............<br>.........Average Speed per Hour......... | | (6.45)<br>11.06 | (1.00)<br>12.20 |

Water Supply—M.P. 750.2. Toledo Branch.

Additional Stations

| Station | M.P. |
|---|---|
| Bittner Plug Lumber Co. | M.P. 764.5—3 cars (spur) |
| Marval | M.P. 727.3—3 cars |

Toledo Branch—End of Line—M.P. 767.1.

## EASTWARD BROOKLYN SUBDIVISION WESTWARD

| Capacity of Sidings in Car Lengths | SECOND CLASS | | | | Distance from San Francisco | | Time Table No. 131<br>February 6, 1938<br>West Side Branch | Distance from Hillsboro | SECOND CLASS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 758<br>Mixed | 738<br>Mixed | 682<br>Local Freight | 710<br>Mixed | | | | | 681<br>Local Freight | 737<br>Mixed | 709<br>Mixed | 757<br>Mixed |
| | Leave Tues., Thurs., Sat. | Leave Daily Ex. Sunday | Leave Daily | Leave Tues., Thurs., Sat | | | STATIONS | | Arrive Daily | Arrive Daily Ex. Monday | Arrive Mon.. Wed., Fri | Arrive Mon., Wed., Fri. |
| 15 P | | | | | 662.6 | | CHESHIRE<br>1.9 | 101.9 | | | | |
| 14 P | | | | | 664.5 | | BEAR CREEK<br>2.4 | 100.0 | | | | |
| 11 P | | | | | 666.9 | | FERGUSON<br>4.8 | 97.6 | | | | |
| Yard P | | | | 11.45 AM | 671.7 | TO-R | MONROE<br>1.3 | 92.8 | | | 8.45 AM | |
| 24 PYW | | | | 11.50 AM | 673.0 | R | ALPINE JCT.<br>0.9 | 91.5 | | | 8.40 | |
| | | | | | 673.9 | | STARR<br>0.9 | 90.6 | | | | |
| | | | | 12.01 PM | 674.8 | | BURNETT<br>2.0 | 89.7 | | | 8.31 | |
| | | | | 12.08 | 676.8 | | BRUCE<br>0.8 | 87.7 | | | 8.25 | |
| (Spur 10) | | | | 12.10 | 677.6 | | RECKARDS<br>3.7 | 86.9 | | | 8.22 | |
| 30 | | | | 12.21 | 681.3 | | GREENBERRY<br>3.3 | 83.2 | | | 8.08 | |
| 30 | | | | 12.35 | 684.6 | | DRY CREEK<br>2.3 | 79.9 | | | 7.58 | |
| 50 | | | | 12.45 | 686.9 | | BURGESS<br>2.0 | 77.6 | | | 7.50 | |
| YdBKWOYP | | 8.00 AM | | 1.00 PM | 688.9 | TO-R | CORVALLIS<br>1.0 | 75.6 | | 12.30 PM | 7.45 AM | |
| YP | | 8.15 | | | 689.9 | | CORVALLIS JCT.<br>3.8 | 74.6 | | 12.15 PM | | |
| | | 8.35 | | | 693.7 | | LEWISBURG<br>5.2 | 70.8 | | 11.55 AM | | |
| 20 P | | 9.05 | | | 698.9 | | WELLSDALE<br>3.1 | 65.6 | | 11.25 | | |
| 20 | | 9.15 | | | 702.0 | | SUVER<br>2.0 | 62.5 | | 11.15 | | |
| 18 P | | 9.25 | | | 704.0 | | PARKER<br>3.0 | 60.5 | | 11.05 | | |
| | | 9.50 | | | 707.0 | | WIGRICH JCT.<br>2.3 | 57.5 | | 10.50 | | |
| Yard P | | **10.20** | | | 709.3 | TO | INDEPENDENCE<br>1.2 | 55.2 | | **10.20** | | |
| 51 P | | 10.30 | | | 710.5 | | V. & S. JCT.<br>3.8 | 54.0 | | 10.00 | | |
| Yard YP | | 10.50 | | | 714.3 | R | GERLINGER (F. C. Csg.)<br>0.7 | 50.2 | | 9.35 | | |
| 19 WP | | 10.55 | | | 715.0 | | DERRY<br>3.4 | 49.5 | | 9.30 | | |
| (Spur 10) P | | 11.15 | | | 718.4 | | CROWLEY<br>4.4 | 46.1 | | 9.10 | | |
| 20 P | | 11.40 AM | | | 722.8 | | McCOY<br>5.3 | 41.7 | | 8.50 | | |
| 28 P | | 12.10 PM | | | 728.1 | | AMITY<br>2.6 | 36.4 | | 8.30 | | |
| Yard WYP | 2.15 PM | 12.25 | | | 730.7 | R | WHITESON<br>4.2 | 33.8 | | 8.20 | | 8.55 AM |
| Yard KWOP | 2.40 PM | 12.45 PM | 12.30 PM | | 734.9 | TO-R | McMINNVILLE<br>3.1 | 29.6 | 2.35 AM | 8.00 AM | | 8.30 AM |
| Yard YP | | | 12.50 PM | | 738.0 | R | ST. JOSEPH<br>4.2 | 26.5 | 2.15 AM | | | |
| 94 Yd. KWP | | | | | 742.2 | TO | CARLTON<br>3.4 | 22.3 | | | | |
| 18 P | | | | | 745.6 | | YAMHILL<br>2.4 | 18.9 | | | | |
| 14 P | | | | | 748.0 | | COVE ORCHARD<br>2.7 | 16.5 | | | | |
| 11 | | | | | 750.7 | | WAPATO<br>2.4 | 13.8 | | | | |
| 15 WP | | | | | 753.1 | | GASTON<br>0.7 | 11.4 | | | | |
| 31 | | | | | 753.8 | | PATTON<br>1.1 | 10.7 | | | | |
| Yd.(Spur20)P | | | | | 754.9 | | SEGHERS<br>2.0 | 9.6 | | | | |
| 18 | | | | | 756.9 | | DILLEY<br>0.9 | 7.6 | | | | |
| P | | | | | 757.8 | | DETOUR<br>1.2 | 6.7 | | | | |
| Yard P | | | | | 759.0 | | FOREST GROVE<br>1.9 | 7.9 | | | | |
| 23 P | | | | | 758.5<br>759.2 | | CARNATION<br>2.5 | 6.0 | | | | |
| 25 P | | | | | 761.7 | | CORNELIUS<br>1.0 | 3.5 | | | | |
| | | | | | 762.7 | | KILLGORE<br>0.9 | 2.5 | | | | |
| | | | | | 763.6 | | JOBE<br>1.1 | 1.6 | | | | |
| P | | | | | 764.7 | | RANGE<br>0.5 | 0.5 | | | | |
| Yd.BKWOYP | | | | | 765.2 | TO-R | HILLSBORO | 0.0 | | | | |
| | Arrive Tues., Thurs., Sat. | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Tues., Thurs., Sat. | | | (101.9) | | Leave Daily | Leave Daily Ex. Monday | Leave Mon., Wed., Fri. | Leave Mon., Wed., Fri. |
| | (0.25)<br>10.08 | (4.45)<br>9.02 | (0.20)<br>9.30 | (1.15)<br>13.76 | | | Time over District<br>Average Speed per Hour | | (0.20)<br>9.30 | (4.30)<br>10.22 | (1.00)<br>17.20 | (0.25)<br>10.08 |

Water Supply—M. P. 696.2

## EASTWARD BROOKLYN SUBDIVISION WESTWARD

| Capacity of Sidings in Car Lengths | SECOND CLASS | Distance from San Francisco | | Time Table No. 131<br>February 6, 1938<br>West Side Branch | Distance from Cook | SECOND CLASS |
|---|---|---|---|---|---|---|
| | 686<br>Local Freight | | | | | 685<br>Local Freight |
| | Leave Daily | | | STATIONS | | Arrive Daily |
| YdBKWOYP | 5.35 PM | 765.2<br>766.2 | TO-R | HILLSBORO<br>1.6 | 16.6 | 2.20 AM |
| P | | 767.8 | | NEWTON<br>3.1 | 15.0 | |
| 33 P | 5.50 | 770.9 | | REEDVILLE<br>1.5 | 11.9 | 1.20 |
| 9 | | 772.4 | | ALOHA<br>0.6 | 10.4 | |
| | | 773.0 | | HUBER<br>2.4 | 9.8 | |
| 50 Yard P | 6.10 | 775.4 | | BEAVERTON<br>2.2 | 7.4 | 1.05 |
| | | 777.6 | | FANNO<br>0.8 | 5.2 | 12.50 |
| 13 | | 778.4 | | ROBINSON<br>0.8 | 4.4 | 12.45 |
| IP | | 779.2 | | O. E. CROSSING<br>0.7 | 3.6 | |
| | 6.25 | 779.9 | | TIGARD<br>2.9 | 2.9 | 12.35 |
| Yard WYP | 6.45 PM | 782.8 | R | COOK | 0.0 | 12.20 AM |
| | Arrive Daily | | | 16.6 | | Leave Daily |
| | (1.10)<br>14.23 | | | Time over District<br>Average Speed per Hour | | (2.00)<br>8.30 |

## EASTWARD BROOKLYN SUBDIVISION WESTWARD

| Capacity of Sidings in Car Lengths | SECOND CLASS | Distance from San Francisco | | Time Table No. 131<br>February 6, 1938<br>Bellfountain Branch | Distance from Bailey Jct. | SECOND CLASS |
|---|---|---|---|---|---|---|
| | 746<br>Mixed | | | | | 745<br>Mixed |
| | Leave Daily Ex. Sunday | | | STATIONS | | Arrive Daily Ex. Sunday |
| Yard | 9.45 AM | 679.9 | R | DAWSON<br>1.8 | 4.9 | 9.41 AM |
| | | 678.1 | | CEBU<br>1.1 | 3.1 | |
| | 10.07 | 677.0 | | BELLFOUNTAIN<br>2.0 | 2.0 | 9.29 |
| Yard | 10.22 AM | 675.0 | R | BAILEY JCT. | 0.0 | 9.20 AM |
| | Arrive Daily Ex. Sunday | | | (4.9) | | Leave Daily Ex. Sunday |
| | (0.37)<br>7.94 | | | Time over District<br>Average Speed per Hour | | (0.21)<br>14.00 |

## EASTWARD BROOKLYN SUBDIVISION WESTWARD

| Capacity of sidings in car lengths | SECOND CLASS | Distance from San Francisco | | Time Table No. 131<br>February 6, 1938<br>Alpine Branch | Distance from Alpine Jct. | SECOND CLASS | |
|---|---|---|---|---|---|---|---|
| | 748<br>Mixed | | | | | 745<br>Mixed | 747<br>Mixed |
| | Leave Daily Ex. Sunday | | | STATIONS | | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday |
| Yard | | 678.8 | | GLENBROOK<br>2.6 | 5.8 | | |
| 12 | 11.00 AM | 676.2 | | ALPINE<br>1.2 | 3.2 | | 10.35 AM |
| Yard | 11.15 | 675.0 | R | BAILEY JCT.<br>2.0 | 2.0 | 9.15 AM | 10.25 AM |
| 25 PYW | 11.30 AM | 673.0 | R | ALPINE JCT. | 0.0 | 9.05 AM | |
| | Arrive Daily Ex. Sunday | | | (5.8) | | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday |
| | (0.30)<br>6.40 | | | Time over District<br>Average Speed per Hour | | (0.10)<br>12.00 | (0.10)<br>7.19 |

See page 7 for additional trains between Corvallis and Corvallis Jct.

| Additional Stations | West Side Branch: | |
|---|---|---|
| | Richfield Oil Co. | M.P. 774.5— 3 cars (spur) |
| | Ironhill | M.P. 782 — 7 cars |
| | Stimson Mill 2.41 miles from Seghers, | 15 cars |
| | Wigrich 2.53 miles from Wigrich Jct. | 6 cars (spur) |

# BROOKLYN SUBDIVISION

| EASTWARD | SECOND CLASS | | | | | Time Table No. 131 | | WESTWARD SECOND CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity of Sidings in Car Lengths | 690 Local Leave Daily Ex. Sunday | 686 Local Freight Leave Daily | 688 Mixed Leave Daily Ex. Sunday | Distance from San Francisco | | February 6, 1938 Tillamook Branch STATIONS | Distance from Hillsboro | 687 Mixed Arrive Daily Ex. Sunday | 685 Local Freight Arrive Daily | 689 Local Arrive Daily Ex. Sunday |
| Yd.BKWOYP | 12.15 AM | | | 855.8 | TO-R | TILLAMOOK<br>4.2 | 90.8 | | | 1.55 PM |
| 12 | 12.30 | | | 851.6 | | IDAVILLE<br>1.7 | 86.6 | | | 1.34 |
| (Spur 10) P | 12.40 | | | 849.9 | | BAY CITY<br>3.5 | 84.9 | | | 1.15 |
| 20 | 1.00 | | | 846.4 | | MIAMI<br>0.7 | 81.4 | | | 12.45 |
| Yard P | 1.10 | | | 845.7 | | GARIBALDI<br>1.9 | 80.7 | | | 12.40 |
| 17 | | | | 843.8 | | BARVIEW<br>2.0 | 78.8 | | | 12.25 |
| | | | | 841.8 | | TWIN ROCKS<br>1.1 | 76.8 | | | |
| | 1.30 | | | 840.7 | | ROCKAWAY<br>0.7 | 75.7 | | | 12.10 PM |
| 11 | 1.45 | | | 840.0 | | LAKE LYTLE<br>1.4 | 75.0 | | | 11.55 AM |
| | | | | 838.6 | | HADDON<br>1.5 | 73.6 | | | |
| 26 P | 1.55 | | | 837.1 | | JETTY<br>0.6 | 72.1 | | | 11.40 |
| | 2.10 | | | 836.5 | | BRIGHTON<br>2.9 | 71.5 | | | 11.35 |
| Yd. BKWOP | 2.20 AM | | 8.15 AM | 833.6 | TO-R | WHEELER<br>0.5 | 68.6 | 10.30 AM | | 11.30 AM |
| | | | | 833.1 | | HALL ST.<br>1.9 | 68.1 | | | |
| 10 P | | | 8.45 | 831.2 | | MOHLER<br>2.8 | 66.2 | 10.15 | | |
| | | | 8.55 | 828.4 | | KNUDSON<br>1.3 | 63.4 | 10.00 | | |
| Yard | | | | 827.1 | | FOSS<br>2.0 | 62.1 | | | |
| 59 P | | | 9.30 | 825.1 | | BATTERSON<br>2.6 | 60.1 | 9.30 | | |
| P | | | | 822.5 | | NEHALEM FALLS<br>3.6 | 57.5 | | | |
| 16 P | | | 10.00 | 818.9 | | WAKEFIELD<br>3.2 | 53.9 | 8.54 | | |
| Yard TP | | | 10.25 | 815.7 | | SALMONBERRY<br>2.3 | 50.7 | 8.25 | | |
| 16 | | | | 813.4 | | BELFORT<br>2.4 | 48.4 | | | |
| 52 Yard WTP | | | 11.00 | 811.0 | TO | ENRIGHT<br>3.0 | 46.0 | 8.00 | | |
| | | | | 808.0 | | EDWARDS<br>1.0 | 43.0 | | | |
| 14 P | | | 11.25 | 807.0 | | BELDING<br>1.9 | 42.0 | 7.40 | | |
| 47 P | | | 11.40 AM | 805.1 | | MAYO<br>5.1 | 40.1 | 7.30 | | |
| Yd. WOTP | | | 12.15 PM | 800.0 | TO | COCHRAN<br>3.2 | 35.0 | 7.00 | | |
| 38 P | | | 12.35 | 796.8 | | WEDEBURG<br>2.5 | 31.8 | 6.20 | | |
| (Spur 23) P | | | 12.55 | 794.3 | | WESTIMBER<br>1.2 | 29.3 | 6.05 | | |
| Yd.BKWOTP | | 3.00 PM | 1.00 PM | 793.1 | TO-R | TIMBER<br>0.6 | 28.1 | 6.00 AM | 4.05 AM | |
| (Spur 13) P | | | | 792.5 | | HULBERT<br>4.0 | 27.5 | | | |
| 80 P | | 3.20 | | 788.5 | | STRASSEL<br>3.6 | 23.5 | | 3.45 | |
| | | 3.35 | | 784.9 | | SCOFIELD<br>3.7 | 19.9 | | 3.30 | |
| Yard WYP | | 3.50 | | 781.2 | | BUXTON<br>2.3 | 16.2 | | 3.15 | |
| | | | | 778.9 | | MANNING<br>4.2 | 13.9 | | | |
| 34 P | | 4.15 | | 774.7 | | BANKS<br>0.9 | 9.7 | | 2.55 | |
| (Spur 23) | | | | 773.8 | | WILKESBORO<br>1.3 | 8.8 | | | |
| (Spur 9) | | 4.25 | | 772.5 | | ROY<br>2.3 | 7.5 | | 2.40 | |
| 23 | | 4.35 | | 770.2 | | SCHEFFLIN<br>1.1 | 5.2 | | 2.35 | |
| | | 4.40 | | 769.1 | | BAGLEY<br>2.7 | 4.1 | | | |
| 48 P | | | | 766.4 | | MAHAN<br>0.9 | 1.4 | | 2.30 | |
| 21 P | | | | 765.5 | | MAIN STREET<br>0.1 | 0.5 | | | |
| | | | | 765.4 | | O. E. CROSSING<br>0.4 | 0.4 | | | |
| Yd.BKWOYP | | 5.35 PM | | 765.0 | TO-R | HILLSBORO | 0.0 | | 2.20 AM | |
| | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily Ex. Sunday | | | (90.8) | | Leave Daily Ex. Sunday | Leave Daily | Leave Daily Ex. Sunday |
| | (2.05)<br>11.45 | (2.35)<br>10.87 | (4.45)<br>8.53 | | | ........Time over District........<br>........Average Speed per Hour........ | | (4.30)<br>9.00 | (1.45)<br>16.05 | (2.25)<br>9.18 |

Water Supply—M.P. 818.5 and M.P. 827.8

| EASTWARD | SECOND CLASS | | | | Time Table No. 131 | | WESTWARD SECOND CLASS | |
|---|---|---|---|---|---|---|---|---|
| Capacity of Sidings in Car Lengths | 686 Local Freight Leave Daily | 682 Local Freight Leave Daily | Distance from San Francisco | | February 6, 1938 Newberg Branch STATIONS | Distance from Jefferson St. | 685 Local Freight Arrive Daily | 681 Local Freight Arrive Daily |
| Yard YP | | 12.50 PM | 738.0 | R | ST. JOSEPH<br>1.5 | 36.5 | | 2.15 AM |
| 17 P | | 1.00 | 739.5 | | LAFAYETTE<br>2.6 | 35.0 | | 2.05 |
| 10 P | | 1.10 | 742.1 | | DAYTON<br>4.0 | 32.4 | | 1.55 |
| 27 P | | 1.20 | 746.1 | | DUNDEE<br>2.4 | 28.4 | | 1.45 |
| Yard P | | 1.55 | 748.5<br>748.8 | TO | NEWBERG<br>2.0 | 26.0 | | 1.30 |
| 11 WP | | 2.10 | 750.8 | | SPRINGBROOK<br>2.2 | 24.0 | | 1.15 |
| 10 P | | 2.25 | 753.0 | | REX<br>1.3 | 21.8 | | 1.05 |
| 10 P | | 2.30 | 754.3 | | CHEHALEM<br>0.4 | 20.5 | | 1.00 |
| 10 | | 2.35 | 754.7 | | VOTAW<br>1.4 | 20.1 | | 12.55 |
| | | | 756.1 | | MIDDLETON<br>1.5 | 18.7 | | |
| 25 P | | 2.40 | 757.6 | | SHERWOOD<br>1.9 | 17.2 | | 12.50 |
| | | | 759.5 | | CIPOLE<br>1.0 | 15.3 | | |
| | | | 760.5 | | HERRMAN<br>1.5 | 14.3 | | |
| 17 P | | 2.50 | 762.0 | | TUALATIN<br>0.4 | 12.8 | | 12.40 |
| | | | 762.4 | | GALBREATH<br>1.6 | 12.4 | | |
| Yard WYP | 6.45 PM | 3.05 | 764.0 | R | COOK<br>0.5 | 10.8 | 12.20 AM | 12.30 |
| 48 | 6.50 | 3.07 | 764.5 | | BRYANT<br>2.9 | 10.3 | 12.15 | 12.25 |
| 67 | | | 767.4 | A.B.S. | LADD<br>0.4 | 7.4 | | |
| 25 Yard WP | 7.04 | 3.20 | 767.8 | TO | OSWEGO<br>0.3 | 7.0 | 12.05 AM | 12.15 |
| P | 7.05 PM | 3.21 PM | 768.1 | | WILSONIA<br>1.5 | 6.7 | 11.49 PM | 12.05 AM |
| | | | 769.6 | | RIVERWOOD<br>1.7 | 5.2 | | |
| 15 | | | 771.3 | | CEMETERY<br>1.3 | 3.5 | | |
| | | | 772.6 | | JONES<br>0.5 | 2.2 | | |
| (Spur 14) | | | 773.1 | | ZIMMERMAN<br>0.2 | 1.7 | | |
| | | | 773.3 | | MULBOX<br>0.1 | 1.5 | | |
| | | | 773.4 | | THORSEN<br>1.4 | 1.4 | | |
| (Spur 30) | | | 774.8 | | JEFFERSON ST. | 0.0 | | |
| | Arrive Daily | Arrive Daily | | | (36.5) | | Leave Daily | Leave Daily |
| | (0.20)<br>12.30 | (2.31)<br>11.84 | | | ........Time over District........<br>........Average Speed per Hour........ | | (0.31)<br>7.94 | (2.10)<br>13.75 |

| EASTWARD | SECOND CLASS | | | Time Table No. 131 | | WESTWARD SECOND CLASS | |
|---|---|---|---|---|---|---|---|
| Capacity of Sidings in Car Lengths | 686 Local Freight Leave Daily | 682 Local Freight Leave Daily | Distance from San Francisco | February 6, 1938 Milwaukie Branch STATIONS | Distance from Willsburg Jct. | 685 Local Freight Arrive Daily | 681 Local Freight Arrive Daily |
| P | 7.05 PM | 3.21 PM | 768.1 | WILSONIA<br>0.9 | 3.2 | 11.49 PM | 12.05 AM |
| 34 P | 7.09 | 3.25 | 769.0 | MENEFEE<br>1.1 | 2.3 | 11.43 | 12.01 AM |
| | 7.13 | 3.30 | 770.1 | MILWAUKIE<br>1.2 | 1.2 | 11.40 | 11.57 PM |
| P | 7.18 PM | 3.35 PM | 771.3 | WILLSBURG JCT. | 0.0 | 11.36 PM | 11.52 PM |
| | Arrive Daily | Arrive Daily | | (3.2) | | Leave Daily | Leave Daily |
| | (0.13)<br>14.77 | (0.14)<br>13.71 | | ........Time over District........<br>........Average Speed per Hour........ | | (0.13)<br>14.77 | (0.13)<br>14.77 |

ADDITIONAL STATIONS Tillamook Branch:
Wilkesboro Brick and Tile Co.....M.P. 773.5—3 cars (spur)
South East Portland Lumber Co...M.P. 797.7
Rector....................M.P. 819.8 Stonehill......M.P. 826.1
Badger....................M.P. 823.7 Saltair.......M.P. 841.2

**EASTWARD** **WESTWARD**

| Capacity of Sidings in Car Lengths | SECOND CLASS<br>730<br>Mixed | SECOND CLASS<br>726<br>Mixed | Distance from San Francisco | | Time Table No. 131<br>February 6, 1938<br>Falls City Branch<br>STATIONS | Distance from Salem | SECOND CLASS<br>725<br>Mixed | SECOND CLASS<br>729<br>Mixed |
|---|---|---|---|---|---|---|---|---|
| | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | | | | | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday |
| Yard YWP | 10.00AM | | 746.8 | R | BLACK ROCK<br>3.8 | 28.6 | | 9.30AM |
| 12 P | 10.15 | | 743.0 | | FALLS CITY<br>2.5 | 24.8 | | 9.15 |
| YP | 10.23 | | 740.5 | | BUMAN<br>0.3 | 22.3 | | 9.07 |
| | 10.24 | | 740.2 | | BRIDGEPORT<br>1.0 | 22.0 | | 9.06 |
| | 10.27 | | 739.2 | | FERNS<br>0.4 | 21.0 | | 9.03 |
| 12 P | 10.28 | | 738.8 | | GILLIAMS<br>0.9 | 20.6 | | 9.02 |
| | 10.30 | | 737.9 | | TEATS<br>4.0 | 19.7 | | 9.00 |
| Yd. BKWOYP | 10.45AM | 11.00AM | 733.9 | TO-R | DALLAS<br>4.2 | 15.7 | 6.50AM | 8.45AM |
| | | 11.15 | 729.7 | | NESMITH<br>0.8 | 11.5 | 6.34 | |
| Yard YP | | 11.18 | 728.9 | R | GERLINGER<br>0.4 (W. S. Csg.) | 10.7 | 6.32 | |
| 33 | | 11.20 | 728.5 | | THIELSEN<br>1.4 | 10.3 | 6.30 | |
| | | 11.25 | 727.1 | | GREENWOOD<br>1.5 | 8.9 | 6.26 | |
| | | 11.30 | 725.6 | | McNARY<br>0.9 | 7.4 | 6.22 | |
| | | 11.33 | 724.7 | | HOSFORD<br>0.8 | 6.5 | 6.19 | |
| WP | | 11.36 | 723.9 | | EOLA<br>1.3 | 5.7 | 6.16 | |
| Yard P | | 11.40 | 722.6 | | WINONA<br>2.0 | 4.4 | 6.12 | |
| (Spur 11) P | | 11.48AM | 720.6 | | WEST SALEM<br>0.4 | 2.4 | 6.05 | |
| 12 | | | 720.2 | | PINCKNEY<br>0.5 | 2.0 | | |
| | | | 719.7 | | O. E. CROSSING<br>0.9 | 1.5 | | |
| P | | 12.05PM | 718.8 | | LEMROCK<br>0.6 | 0.6 | 5.55 | |
| Yd. BKWOYP | | 12.15PM | 718.2 | TO-R | SALEM | 0.0 | 5.50AM | |
| | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | | | (28.6) | | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday |
| | (0.45)<br>19.42 | (1.15)<br>12.56 | | | Time over District<br>Average Speed per Hour | | (1.00)<br>15.70 | (0.45)<br>19.42 |

See pages 4 and 5 for additional trains between Lemrock and Salem. Falls City branch trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock.

Falls City Branch:

Additional Stations { Brophy........................M.P. 724.4—2 cars (spur)
Buman Quarry 2.97 miles from Buman.......... 7 cars (spur)

**EASTWARD** **WESTWARD**

| Capacity of Sidings in Car Lengths | Distance from San Francisco | Time Table No. 131<br>February 6, 1938<br>Molalla Branch<br>STATIONS | Distance from Flander |
|---|---|---|---|
| Yard | 757.6 | MOLALLA<br>3.0 | 10.2 |
| | 754.6 | LIBERAL<br>0.1 | 7.2 |
| | 754.5 | W. V. R. CROSSING<br>2.3 | 7.1 |
| 24 | 752.2 | RAMES<br>4.8 | 4.8 |
| 84 WYP | 747.4 | FLANDER | 0.0 |
| | | (10.2) | |
| | | Time over District<br>Average Speed per Hour | |

**EASTWARD** **WESTWARD**

| Capacity of Sidings in Car Lengths | SECOND CLASS<br>758<br>Mixed | Distance from San Francisco | | Time Table No. 131<br>February 6, 1938<br>Willamina Branch<br>STATIONS | Distance from Whiteson | SECOND CLASS<br>757<br>Mixed |
|---|---|---|---|---|---|---|
| | Leave Tues., Thurs., Sat. | | | | | Arrive Mon., Wed., Fri. |
| Yard BKWOY | 12.30PM | 749.3 | TO-R | WILLAMINA<br>4.6 | 18.7 | 10.25AM |
| 18 | 1.00 | 744.7 | TO | SHERIDAN<br>4.2 | 14.1 | 10.10 |
| 15 | 1 25 | 740.5 | | BALLSTON<br>2.8 | 9.9 | 9.40 |
| Yard Y | 1.35 | 737.7 | R | BROADMEAD<br>2.6 | 7.1 | 9.30 |
| | 1.50 | 735.1 | | HARRISON<br>0.8 | 4.5 | 9.15 |
| 20 | 2.00 | 734.3 | | BRIEDWELL<br>3.7 | 3.7 | 9.10 |
| 37 WYP | 2.15PM | 730.6 | R | WHITESON | 0.0 | 8.55AM |
| | Arrive Tues., Thurs., Sat. | | | (18.7) | | Leave Mon., Wed., Fri. |
| | (1.45)<br>10.68 | | | Time over District<br>Average Speed per Hour | | (1.30)<br>12.47 |

Willamina Branch:

Additional Stations {
Winch.....M.P. 737.2— 7 cars (spur)
Tucker....M.P. 738.9— 6 cars (spur)
Wabash....M.P. 742.1— 2 cars (spur)
ShellOilCo.M.P. 745.4— 2 cars (spur)
S. F. York
Lbr. Co. M.P. 745.7— 4 cars (spur)
Shipley....M.P. 746.3— 3 cars (spur)

**EASTWARD** **WESTWARD**

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | Time Table No. 131<br>February 6, 1938<br>Perrydale Branch<br>STATIONS | Distance from Perrydale |
|---|---|---|---|---|
| Yard Y | 737.7 | R | BROADMEAD<br>2.2 | 0.0 |
| 10 | 739.9 | | PERRYDALE | 2.2 |
| | | | (2.2) | |
| | | | Time over District<br>Average Speed per Hour | |

# SPECIAL INSTRUCTIONS

**RULE 2.** Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

| | |
|---|---|
| Ashland | F. S. Songer |
| Medford | Larry Schade |
| Grants Pass | Bert Barnes |
| Roseburg | A. Salzman |
| Eugene | J. A. Hoffman |
| Eugene | Seth Laraway |
| Albany | F. M. French & Son |
| Salem | Pomeroy & Keene |
| Woodburn | E. E. Piper |
| Silverton | A. Lerfald |
| E. Portland, Weatherly Bldg. | W. L. Young |
| Portland | 270 S. W. Alder St. |
| | Brandt & Zimmer |
| Reedsport | Sol Davidson |
| Marshfield | J. H. Mills |
| Coquille | V. R. Wilson |
| Springfield | E. G. Privat |
| Hillsboro | J. L. Anderson |
| McMinnville | Dielschneider Bros. |
| Corvallis | R. G. Warren |
| Dallas | W. C. Retzer |
| Tillamook | Eugene Jenkins |

**RULE 14 (b).** Salem: After stopping at railroad crossings, give two long sounds of whistle only when visibility is obscured.

**RULE 14 (d).** Springfield Junction: To recall flagman from west on Siskiyou Line, give six long sounds of whistle.

**RULE 14 (m).** Salem and Hillsboro: Approaching railroad crossings give one long sound of whistle only when visibility is obscured.

Eastward freight trains should not whistle approaching Brooklyn.

**RULES 17 and 19.** Night signals will be displayed through tunnels and sheds.

**RULE S-72.** Westward trains are superior to trains of the same class in the opposite direction.

**RULE 83 (A).** At the following stations only the trains indicated will register:

Eugene: First-class trains.
Springfield and Springfield Junction: All trains when instructed by train order.

Registration of Marshfield subdivision trains originating or terminating at Eugene passenger station will be transmitted by telephone to operator at Eugene Yard Office, who must enter same on register. The entry must be verified by operator at yard office repeating registration for verification.

Registration of trains terminating Oakridge may be transmitted by telephone to operator at telegraph office, who must enter same on register. The entry must be verified by operator repeating registration for verification.

**RULE 83 (B).** At open train order offices trains may register by ticket as follows:

Crescent Lake: Nos. 17, 23 and 24.
Oakridge: First-class trains and Nos. 661 and 662.
Eugene Yard: First-class trains.
Albany: First-class trains, Nos. 663, 664 and 665.
Salem: First-class trains, Nos. 663, 664 and 665.
Brooklyn: First-class trains.

**RULE 83 (C).** Before using Union Pacific main track, East Portland, yard crews will secure train order register check, at East Portland Tower, on overdue first-class trains, per Union Pacific Rule 83 (C). No time will be put out on such trains as are late on their schedule, and yardmen will be expected to protect against delayed first-class trains, per Union Pacific Rule 93.

**RULE 83 (E).** A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals". When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals".

**RULE 92.** Will not apply to movement of trains East Morrison Street to Portland.

**RULE 93.** Cars may be stored on east leg of wye Alpine Jct. (Bailey Jct. yard). On main track at Bailey Jct. On main track west of Alpine (Glenbrook yard) and on Geer main track (Salem yard).

Herders must use green flag by day and green light by night in giving signals for movement of trains and engines heading in or leaving Yard tracks at Brooklyn, Salem and Eugene Yard.

Yards are established at the following stations:

ALBANY
(Albany yard limits extend to yard sign west of Page.)
ASHLAND
BAILEY JCT.
(Bailey Jct. yard limits extend to yard sign to include both legs of wye at Alpine Jct., west of Bailey Jct. on Alpine Branch and west of Bailey Jct. on Bellfountain Branch.)
BEAVERTON
BLACK ROCK
BUXTON
BROADMEAD
(Broadmead yard limits extend to yard sign west of Perrydale.)
CANBY
(Canby yard limits extend to yard sign at M. P. 748.2 Molalla Branch and 200 feet east of east switch at Flander.)
CARLTON
CARNATION
(Carnation yard limits extend 1000 feet east of east switch Carnation, and 1000 feet west of west switch Detour and includes spur leading from Detour to Forest Grove city station.)
CASCADE SUMMIT
COCHRAN
COOK
(Cook yard limits extend to yard signs east of Bryant, west of Cook on Newberg Branch, and west of west wye Switch on West Side Branch.)
COQUILLE
(Coquille yard limits extend to yard sign at M. P. 784.2 West of Cedar Point.)
CORVALLIS
(Corvallis yard limits extend to yard signs east of Corvallis Junction, and west of Burgess.)
COTTAGE GROVE
(Cottage Grove yard limits extend to yard sign 2300 feet west of west switch Monett and to yard sign M. P. 627.1.)
CRESCENT LAKE
DALLAS
DAWSON
DETROIT
DRAIN
ENRIGHT
EUGENE
(Eugene yard limits extend to yard signs west of University Spur, Eugene, east of Eugene Yard, and 7840 feet east of O. E. Crossing, Coos Bay Branch.)
FOSS
GARIBALDI
(Garibaldi yard limits extend to yard sign west of Miami.)
GAYLORD
GERLINGER
(Gerlinger yard limits extend to yard sign east of Thielsen, and east of Derry.)
GLENBROOK
(Glenbrook yard limits extend to yard sign at M. P. 675.9 east of Alpine.)
GLENDALE
GOLD HILL
GRANTS PASS
HILLSBORO
(Hillsboro yard limits extend to yard signs west of Range, west of Mahan and east to M. P. 767.0, West Side Branch.)
INDEPENDENCE
(Independence yard limits extend to yard sign east of V. & S. Jct.)
LEBANON
MARSHFIELD
(Marshfield yard limits extend to yard signs west of North Bend and 938 feet east of McCormac siding.)
McMINNVILLE
MEDFORD
(Medford yard limits extend to yard sign west of Kane.)
MILL CITY
MOLALLA
MONROE
MYRTLE POINT
NEWBERG
OAKRIDGE
OSWEGO
(Oswego yard limits extend to yard signs 2110 feet east of junction switch Wilsonia and to M.P. 766.58 west of Ladd on Newberg Branch and 57 feet west of west switch Menefee on Milwaukie Branch.)
OVERLAND
PORTLAND
(Portland yard limits extend to yard signs west of Willsburg Junction.)
POWERS
(Powers yard limits extend to yard sign, 300 feet west of M. P. 812.)
REEDSPORT
ROSEBURG
SALEM
(Salem yard limits extend to yard signs east of Fair Grounds, west of Pringle, east and west of wye switches at Geer and west of West Salem.)
SALMONBERRY
SEGHERS
SHELBURN
SILVERTON
SPRINGFIELD
(Springfield yard limits extend to Springfield Junction, and to yard signs west of Mohawk Junction.)
ST. JOSEPH
(St. Joseph yard limits extend to yard signs at M. P. 737.5 and M. P. 738.4 West Side Branch and to M. P. 738.4 Newberg Branch.)
TALLMAN
TILLAMOOK
TIMBER
(Timber yard limits extend to yard sign east of Hulbert.)
TOLEDO
WARNER
WENDLING
WHEELER
WHITESON
WINONA
WILLAMINA
WOODBURN
(Woodburn yard limits extend to yard sign west of Poplar.)

First class trains run with caution between signal bridge west of train order office Brooklyn and Union Station, Portland.

Toledo—C. D. Johnson Lumber Corporation have permission to move their engine between their sawmill and their logging road within yard limits.

Newberg—Spaulding Lumber Co. have permission to move their engine on main track in yard limits.

Salem—Falls City Branch trains use main track between Lemrock and Salem. Such trains must call operator Salem on telephone from Lemrock and obtain permission to proceed to Salem. Operator Salem when permitting this move must hold all opposing trains until the train arrives.

Albany—Oregon Electric trains using Southern Pacific track between Albany and Lebanon will cross Southern Pacific main track just west of signal 6912-6913 and use Albany and Page sidings between Tallman Branch track and junction switch at Lafayette Street and in addition to complying with Rules 83, 83-C and 93, must obtain permission from operator at Albany before crossing Southern Pacific main track.

**RULE 98.**

Railroad Crossings at grade and drawbridges not interlocked.

Eugene Yard and Transfer......O. E. Crossing.
Albany Yard..................O. E. Crossings.
Gerlinger.........................Falls City Branch.
Pinckney and Lemrock.........O. E. Crossing M. P. 719.7.
Hillsboro, Range Street.........O. E. Crossing.
Rames and Liberal.............W. V. R. Crossing.

at which trains will stop before crossing and be governed by Rule 14 (B). When trains stop on crossings not protected by interlocking signals the other line must be protected per Rule 99.

Beaverton—Before crossing Oregon Electric main track crossing with old electric main track at Beaverton, which is now a spur, stop must be made and protection afforded on Oregon Electric main track in both directions in accordance with Rule 99, as Oregon Electric trains are not required to stop before crossing Southern Pacific track.

**RULE 99.** When torpedoes are used between Crescent Lake and Wicopee, each torpedo placed will be duplicated on opposite rail.

At the railroad crossing with the Willamette Valley Railway east of Liberal, between sunset and sunrise, and during day when view is obscured due to fog or any other condition, flagman must be sent in each direction a sufficient distance on the Willamette Valley Railway to insure full protection of the movement over the crossing.

**RULE 102.** Should a passenger train break in two, or an emergency application of brakes occur while in motion on the grade between Oakridge and Cascade Summit .head brakeman will immediately go toward rear, close angle cock at opening if train has parted, set hand brakes and turn up retainers on detached portion, and charge brake pipe on detached portion before making coupling, using 15-foot air hose carried in baggage car for that purpose. After train is coupled air must be applied from engine before hand brakes and retainers are released.

If for any reason brake pipe of detached portion cannot be recharged or if necessary to leave detached portion on main track, rear truck of detached portion ascending grade, or lead truck of detached portion descending grade, must be chained to rail in such manner as to derail cars should they start. After brake pipe of detached portion has been recharged and brakes applied, chain must be removed before recoupled.

A special box containing the 15-foot length of air hose and couplings will be placed on baggage cars of westward passenger trains at Eugene and removed at Crescent Lake, except box on No. 17 and No. 23 will go through to Klamath Falls to return on No. 20 and No. 24, and placed on eastward passenger trains at Crescent Lake and removed at Eugene. A member of the train crew must ascertain that special air hose is available on train before departure from Eugene and Crescent Lake.

**RULE 103 (A).** Trains and Engines must stop and be preceded by flagman before crossing highway at Seghers, within 50 feet of Stimson Mill Spur crossing with Westside Highway, Flander (Molalla Branch) over Pacific Highway.

In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

### RULE 104. THE NORMAL POSITION OF SWITCHES AT JUNCTIONS WILL BE AS FOLLOWS:

Wilsonia........................For Newberg Branch
Cook.............................For West Side Branch
Hillsboro........................For Tillamook Branch
St. Joseph......................For Newberg Branch
Whiteson.........................For West Side Branch
Alpine Jct.......................For West Side Branch
Bailey Jct.......................For Bellfountain Branch
Mohawk Jct......................For Cascade Line
Springfield Jct.................For Cascade Line (Oil buffer spring switch)
Willsburg Jct...................For Main Line

**Albany**—Oregon Electric Ry. connection is located at M. P. 691.3.

**Geer**—West wye switch must be left set and locked for movements between Salem and Lebanon and east wye switch for movements between Salem and Silverton.

**Shelburn**—West wye switch must be left set and locked for movements between Mill City and Lebanon, and east wye switch for movements between Lebanon and Geer.

**Lebanon**—Oregon Electric Ry. switch is located at M. P. 688.9 east of Lebanon station and normal position is for Southern Pacific main track.

**Tallman**—East wye switch must be left set and locked for movements between Albany and Lebanon and west wye switch for movements between Lebanon and Brownsville.

**Corvallis and Corvallis Jct.**—Switches must be left set and locked for movement between Albany and Philomath via Sixth Street line.

**Dallas**—Switches must be left set and locked for movement between Salem and Dallas passenger station.

### DERAILERS IN MAIN TRACK

Clearance point main track Wendling Branch at Mohawk Jct.
Clearance point main track Milwaukie Branch at Willsburg Jct.
Clearance point main track Falls City Branch at Lemrock.
Clearance point main track Newberg Branch at Wilsonia.
Clearance point main track Alpine Branch at Bailey Jct.
375 feet east of east switch, Glenbrook.
100 feet east of Dawson.
Willamina, 1550 feet west of station.
80 feet east of water tank at Black Rock.

**RULE 105.** Following tracks are designated for use as sidings.

Cascade Summit {Eastward siding (Lake Side).
Cascade Summit {Westward siding (Sta. Side).

**Oakridge**—No. 1 Track—Passenger Trains.
No. 2 Track—Eastward freight trains.
No. 3 Track—Westward freight trains.

**Junction City**—No. 1 Track next to main track.

**Brooklyn**—Track "A."

**Reedsport**—Track opposite Passenger Station.

**Myrtle Point**—House Track.

**Oswego**—Track opposite station.

**Cochran**—Long track between east switch and connection to main track west of station.

**Ashland**—Eastward freight trains will use No. 1 track and when necessary double over to No. 3 track. Westward freight trains will use No. 4 track and when necessary double to No. 2 track. During the hours no yard engine is on duty both freight and passenger trainmen will be required to head their trains in and out of Ashland yard, also set out or pick up any cars for their train and handle their engines to and from roundhouse.

**Medford**—Siding extends from automatic block signals 4414-4415 to automatic block signals 4420-4421.

**Roseburg**—Passenger trains taking siding to meet trains will use No. 5 track, entering switch for eastward trains just east of signal 5724, for westward trains just west of signal 5729. Westward freight trains entering yard will use No. 1 track. Eastward freight trains will use scale track. Trains holding main track must stop clear of switch used by train to be met in entering No. 5 track.

**Eugene** siding extends from signals 6472-6473 to signals 6490-6491 and first-class trains (except Marshfield subdivision first-class trains) will use siding between signals 6472-6473 and 6476-6477.

**Marshfield Subdivision main track ends at Eugene at switch connecting with Eugene siding at signals 6482-6483. Marshfield Subdivision trains must use this siding to and from Eugene Passenger Station. Other trains must not use this siding when such use will interfere with the movement of Marshfield Subdivision first-class trains. Switch at junction Marshfield Subdivision main track and Eugene siding must be left set and locked for Marshfield Subdivision.**

**Page** siding extends from signals 6898-6897 to signals 6906-6907.

**Albany**—Siding extends from signals 6906-6907 to signals 6910-6911. Eastward first class trains will take siding at connection switch just east of 6906-6907.

**Tallman Branch** main track ends at clearance point west of west switch Page. Tallman Branch trains must use Page siding and Albany siding between Page and Albany, other trains must not use Page siding and Albany siding when such use will interfere with the movement of Tallman Branch trains.

**Toledo Branch** main track ends at switch at east end of curve connecting with track parallel with main track in east end of Albany yard which is track nearest the passenger station.

**Geer Branch** at Salem ends at signboard near passenger station and at Geer ends at first wye switch which must be left set and locked for west leg of wye.

**Salem**—When eastward trains are to take siding to meet other trains, they will take siding at connection switch just east of signals 7178-7179.

**Canby** siding extends from signals 7464-7465 to signals 7468-7469. Flander siding extends from signals 7468-7469 to signals 7478-7479. Molalla Branch ends at Flander at west wye switch connecting with the siding which extends to Canby.

**RULE 206 (A).** Regular trains are not required to obtain clearance at Dawson, Alpine, Bailey Junction, Alpine Junction or Whiteson. This does not supersede Rule 83 (D).

**RULE 221.** The light will not be displayed in train order signals at following stations, except when train orders are to be delivered:

Mt. Angel
Marcola
Lyons
West Scio
Silverton
Toledo
Brownsville
Wheeler
Monroe
Sheridan
Coquille
Myrtle Point

Trains must obtain a clearance before leaving Medford, Grants Pass, Marshfield, Albany, Salem, Corvallis, Dallas, Mill City.

**Eugene**—Trains must obtain clearance before leaving Eugene, except trains terminating Eugene Yard may leave Eugene without clearance.

Marshfield Subdivision trains, originating or terminating at Eugene, will not be required to obtain clearance Eugene Yard.

**RULE 221 (A).** It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatchers, nor will they complete that portion of clearance reading

"OK at................M............Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's O. K. before the orders are delivered.

**RULE 825.** When cars are left on grades not protected with derailers they must be chained to rail.

Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or other buildings.

**RULE 834.** Open-top cars loaded with rail, pipe, lumber, structural steel, poles or mounted wheels, when such lading projects above sides and end-walls of the car, must not be placed in trains next to cab of Mallet engines.

### AUTOMATIC BLOCK SYSTEM

**RULE 509.** A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position. Between signal bridge west of train order office, Brooklyn, and Clay St., trains stopped by signals 7666, 7672, 7678, 7686, 7687, 7679 or 7673 may then proceed with caution not exceeding 10 miles per hour, to next clear distant or home signal. Flagman need not precede train.

A block signal with a triangular number plate is actuated by some special protective device and special action is required, as specified by instructions in time table, when signal indicates "Stop".

**RULE 509 (E).** That portion of Rule 509 (E) reading: "and the intervening track is seen to be clear" is interpreted as referring to the track being clear of locomotives and/or cars.

**RULE 516.** Overlap posts are located at

Eastward trains: Latham, 1700 feet west of signal 6252.
Swain, 1900 feet east of signal 6594 or opposite fouling point of storage track.
East Milwaukie, 2000 feet west of east switch.
Kane, 500 feet west of east switch.
Coos, 1616 feet west of east switch.
Westward trains: Reed, 1740 feet east of west switch.
Medford, 1434 feet east of Signal 4413.

### SPECIAL SIGNALS

**Lemrock**—Dwarf Signal 7191 on Falls City Branch governs movement of trains from Falls City Branch.

**Willsburg Junction**—Normal indication of home signal on Milwaukie Branch is stop. If signal does not clear after switch and derail are lined for diverging route be governed by Rules 509 and 99.

When a Milwaukie Branch train is stopped by signal 7657 and opposing train is standing on main track clear of junction switch at Willsburg Junction, it may proceed immediately with caution, not exceeding 12 miles per hour to junction switch, providing track is seen to be clear to that switch.

Eastward main line trains holding meet or waiting for opposing trains to enter Milwaukie Branch at Willsburg Junction will stop West of signal 7646 west of Willsburg Junction.

**Eugene Yard**—Signal 6487 governs movement of westward trains from yard tracks to main track. Signal indicates proceed only when both switches are lined for movement from yard to main track and block is unoccupied.

**Springfield**—Dwarf Signal 6196 on Woodburn-Springfield Branch governs movement of trains from Woodburn-Springfield Branch.

**Mohawk Jct.**—Dwarf Signal 6180 on Wendling Branch governs movement of trains from Wendling Branch.

**Lebanon**—Oregon Electric Railway Junction switch at M. P. 688.9 is protected by automatic Signals 6889 and 6891 located near fouling points and Signal 6888 approximately 1500 feet west of junction switch.

Normal position of switch is for movement on S. P. track with derail on O. E. track in derailing position. Normal indication of signals on S. P. track is proceed and signal on O. E. Ry. stop.

When switch indicator located at derail indicates clear, derail and switch may be lined for movement to S. P. track and when so lined and block is clear, signal on O. E. Ry. will change to proceed. If signal does not change to proceed, be governed by Rule 509 and 99.

When operator is on duty at Lebanon, Oregon Electric trains will obtain permission from operator before entering Southern Pacific main track.

**Marshfield Subdivision**—Approaches to following tunnels protected by automatic block signals:

Tunnel 13, from M.P. 668 to M.P. 671.9.
Tunnels 15 and 16 from M.P. 719.2 to M.P. 723.1.
Tunnel 19 from M.P. 744 to M.P. 748.

**Coos Bay Bridge**—Automatic block signal limits are from M. P. 763 to M. P. 765.1 from middle of Coos siding to just west of west switch North Bend.

**Ashland**—trains or engines stopped by Signals 4293 or 4297 may proceed with caution not exceeding 12 miles per hour.

**West Side Branch**—Automatic block signal limits are from M.P. 768.0 to 768.5.

**Mayo**—To protect against movement of cars on incline, a semaphore has been installed, approach prepared to stop at signs reading Stop unless semaphore is clear. Signs for westward trains located on semaphore signal and for eastward trains 645 feet west of semaphore signal.

The following block signals have included in their control limits some special protective devices. When these signals indicate stop, careful inspection must be made of track or structure as indicated below, and it must be known that they are safe for passage of trains before proceeding:

**Eastward**

Signal 6104, east switch at Hills.
Signal 6118, west switch at Jasper.

**Westward**

Signal 6137, west switch at Natron.
Signal 6125, east of Jasper.

The special protective devices included within control limits of above signals are fallen rock detector fences located as follows:

Fallen rock detector fence 400 feet in length at Signal 6111.
Fallen rock detector fence 600 feet in length one mile east of Hills.
Fallen rock detector fence 1000 feet in length one mile west of Natron.

In addition to making careful inspection of track where these fences are located, the face of bluff above the track must be observed for indication of slide.

## OIL BUFFER SPRING SWITCHES

When a block signal in advance of a facing point oil buffer spring switch indicates "stop", careful examination of switch must be made before passing over it.

When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used nor boosters started while passing over these switches.

**Springfield Junction**—Normal position oil buffer spring switch for Cascade Line. Eastward trains from Siskiyou Line will trail through without lining switch. Westward trains to Siskiyou Line will line switch by hand and restore to normal position when movement completed.

Cascade Line trains reduce to 30 MPH, Siskiyou Line trains to 25 MPH over this switch.

Signal 6447 governs westward movement over switch. Top arm for Cascade Line normally indicates proceed, lower arm for Siskiyou Line normally indicates stop and changes to proceed when switch lined for Siskiyou Line and block clear.

Signal 6208 on Cascade Line and Signal 6446 on Siskiyou Line govern eastward movement over switch, normally indicate stop and change to proceed on approach when block clear and signal on converging line is at stop.

When eastward signal does not change to proceed, trainmen will go to signal 6208, observe indication of indicator mounted above release box adjacent to signal and if indicator indicates block is clear, trainman or engineman will operate time release and push button in the release box by turning release knob to the right until pointer is at zero, hold it firmly in that position while push button for the signal desired is pushed in as far as it will go, then release both, and signal will clear after four minutes. Release must not be operated when train approaching with proceed signal until that train has stopped.

When unable to obtain proceed signal, be governed by Rule 509, protecting on converging track also, unless it is known signal on that track indicates stop.

## INTERLOCKING

**OREGON CITY TOWER**—Crossing of Willamette Valley Railway Co. 0.6 mile east of Oregon City protected by interlocking. Limits extend from home signal 900 feet east of crossing to home signal 1600 feet west of crossing.

No Signal Operator on duty. Normally signals on Southern Pacific indicate "proceed" and on the Willamette Valley Railway Co. derails are in derailing position and signals indicate "stop".

PORTLAND YARD—Hawthorne Avenue Tower—End of double track west of Clay Street.

Hand signals permitted by rule 628 may be given from tower.

At Hawthorne Ave. interlocking plant trains stopped by signals SA 7691 and SA 7693 may, after complying with Rule 663, proceed through automatic portion of block with caution not exceeding 10 miles per hour to next home signal. Flagman need not preceed train.

**MADISON STREET**—Crossing of Spokane, Portland and Seattle Ry.

Movement over crossing governed by dwarf light signals located 80 feet from crossing.

Movement against traffic over crossing governed by signal for movement with traffic.

When signals at stop or view of signal obstructed be governed by rule 663.

**EAST PORTLAND TOWER**—Governs movement over Willamette River Bridge.

Extends from east end of Willamette River Bridge to 1500 feet west of west end of bridge.

Movement governed by Union Pacific rules which are identical with Southern Pacific rules, with the following exceptions:

U. P. Rule 613. When the route is set the signals must be operated sufficiently in advance of approaching trains to avoid delay.

U. P. Rule 614. Signals must be restored so as to display their most restrictive indication as soon as the train or engine for which they are cleared has passed the home signal limits of the interlocking plant, except that where electric locking is in use, signals will be restored to normal indication as soon as rear of train has passed them.

U. P. Rule 628. Signalmen must have the proper appliances for hand signalling ready for immediate use. Hand signals must not be used when the proper indication can be displayed by the interlocking signals. When hand signals are necessary they must be given from such a place and in such a way that there can be no misunderstanding on the part of the enginemen or trainmen as to the signals, or as to the train or engine for which they are given.

In giving hand signals for a train to move against interlocking signals, the signalman must be on the ground and use a yellow flag by day, and a yellow light by night.

Note to U. P. Rule 628: Hand signalling includes the use of lamp, flag, torpedo and fusee signals.

U. P. Rule 663. Trains or engines must not proceed on hand signals as against interlocking signals until enginemen and trainmen are fully informed of the situation and know that they are protected. When hand signals are given to pass interlocking Stop-Signals, where such signals govern movements over railroad crossings or drawbridges, the person in charge of the train or engine must send a man ahead to the railroad crossing or drawbridge, before passing over them with the train or engine.

Where interlocking signals are in operation, trainmen must not give "proceed" signals against them.

This rule must not be understood as authority to pass an interlocking Stop-Signal without stopping for it.

A hand signal given as per this rule is authority to pass interlocking Stop-Signals only and does not apply to Automatic Block-Signals.

U. P. Rule 673. Train and engines must not be moved on a signal given for a preceding train.

**The following whistle signals will govern:**

**To Portland—One long.**
**To Albina—One long, one short.**
**To S. P. main track—One short, one long.**
**To Transfer Track—One long, one short, one long.**
**To Graham (Sullivan Gulch Line)—Two long.**
**To East Second Street—Two short, one long.**
**To S. P. Yard—One short, one long, one short.**

**NORTHERN PACIFIC TERMINAL TOWER**—Extends from east end of Willamette River Bridge to Terminal Tracks, Union Station. Trainmen and enginemen are subject to the rules and regulations of the Northern Pacific Terminal Company.

## COOS BAY BRANCH

**CUSHMAN DRAWBRIDGE TOWER**—Governs movement over Siuslaw River Bridge just east of Cushman.

**REEDSPORT DRAWBRIDGE TOWER**—Governs movement over Umpqua River drawbridge 0.6 mile west of Reedsport.

**NORTH BEND DRAWBRIDGE TOWER**—Governs movement over Coos Bay drawbridge 1.7 mile west of North Bend.

**TOLEDO BRANCH**—Albany Drawbridge Tower—Governs movement over Willamette River drawbridge 0.8 mile west of Albany.

**FALLS CITY BRANCH**—Salem Drawbridge Tower—Governs movement over Willamette River drawbridge one mile west of Lemrock.

## AUTOMATIC INTERLOCKER

### WESTSIDE BRANCH

Tigard—Crossing of Oregon Electric Railway 0.7 miles west of Tigard protected by automatic interlocking. Limits extend from home signal 480 feet east of crossing to home signal 480 feet west of crossing.

No operator on duty. Normally signals indicate stop. Train approaching on either Southern Pacific or Oregon Electric will cause signal to change to proceed provided no other train occupies the approach circuit or is within the limits of the interlocking.

## TRAIN AND AIR INSPECTION

Freight trains descending grade will stop for inspection and to permit heat of wheels to equalize at the following stations:

Cruzatte
McCredie Springs
Timber
Wicopee or Fields
Hugo
Belding or Mayo

Maximum distance freight trains may run without stopping for inspection is 50 miles except between Eugene Yard and Brooklyn when conditions are favorable and in the judgment of the conductor it is safe to do so, they may run 70 miles without stopping for inspection.

**AIR BRAKE RULE 11.** Air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, and at turn around points irrespective of change in motive power engine or train crew, shall be made as follows:

After the train is made up and the engine attached, the engineer will apply the brakes with a 20 pound service reduction and leave them applied. The trainmen will then pass along the train to determine that the brake is applied on each car. The numbers of any cars found with inoperative air brakes must be reported on Form 2809 and such cars assembled and switched to the rear of the train, next ahead of the caboose before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, the latter must comply with last part of Rule 11 to avoid brakes sticking from an over-charge of the brake system, etc. If it be necessary to switch any cars to the rear account brakes being inoperative, Rule 17 must be complied with before departure.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

Attention is directed to the Safety Appliance Act which requires that whenever any train is operated with power or train brakes, not less than 85 per cent. of the cars of such train shall have their brakes used and operated by the engineer of the locomotive drawing such train; and all power-brake cars in every such train which are associated together with the 85 per cent., shall have their brakes so used and operated.

**AIR BRAKE RULE 13.**

At lay-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineer then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give signal 16-E from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

**AIR BRAKE RULES 13 AND 16.** Rear end air brake test will be made one minute before passenger trains leave Union Station, Portland, as follows: Air inspector will attach gauge to rear end of train and give four blasts of air signal from rear car. Enginemen will make full service application. Inspector will note fall of pipe pressure and then signal engineman to release by four blasts of air signal. If pressure comes up on brake pipe on rear end to the standard carried, conductor will be advised that train is ready to proceed. Passenger trains leaving Portland will not make running test until after crossing Willamette River Bridge. Rear brakeman of westward passenger trains making running test after crossing Willamette River Bridge, Portland, per Rule 16, Rules and Regulations Governing Care and Operation of Air Brake and Air Signal Apparatus, must signal enginemen by use of signal whistle.

When passing over Willamette River Bridge, Portland, a trainman will remain at rear of train in position to apply emergency brake if necessary.

**AIR BRAKE RULE 16.** Running tests must be made by passenger trains as follows:

W. V. Ry. Co. Crossing—Westward trains when reducing speed for curve just east of Clackamas river bridge.

Eastward trains, when reducing speed for curves approaching Oregon City.

Portland Steel Bridge—Passing East Clay Street.

Eastward trains leaving Grants Pass and just west of station Cascade Summit.

Westward trains leaving Glendale.

Marshfield Subdivision—One mile east and west of Siuslaw River Bridge Cushman, Umpqua River Bridge at Reedsport, Coos Bay Bridge between Coos and North Bend, Coalbank Slough at Marshfield.

Newberg Branch—East and west of Rex.

Tillamook Branch—Eastward trains before descending grade east of Tunnel 25.

**AIR BRAKE RULE 17.** Standing rear end air tests must be made immediately before leaving on all trains at Cochran.

When helper engine is in train, after rear end test has been made, the leading engine must not attempt to start until the helper engine has whistled off. The helper engine must not whistle off until receiving a signal from rear, which will not be given before the air pressure on caboose gauge indicates 65 pounds.

When air hose has been separated and pressure in rear of train has leaked below 65 pounds, as indicated on caboose gauge, before starting train, signal must be given from rear end. In order to carry out these instructions, a trainman must be stationed so as to observe caboose gauge.

**AIR BRAKE RULE 54.** Between Cascade Summit and Oakridge an emergency hose must be applied on eastward freight trains at the most accessible place between the 8th and 15th cars from the head end.

**AIR BRAKE RULE 56.** Retainers will be used on descending grades as follows:

| | | |
|---|---|---|
| Timber-Enright | | 1 valve for every 100 Ms in train. |
| Black Rock-Falls City | | |
| Tunnel 25-Buxton | | 1 valve for every 120 Ms in train. |
| Summit-Nashville | | |
| Cascade Summit-Oakridge | | 1 valve for every 140 Ms in train. |
| Glendale-Grants Pass | | |
| Divide-Comstock | Freight trains only | 1 valve for every 150 Ms in train. |
| Rice Hill-M.P.594. | | |
| Rice Hill-M.P.602. | | |
| Macleay-Geer | | 1 valve for every 120 Ms in train. |

Where retainers are used the rate of speed of freight trains on any grade of over one per cent must not exceed 25 miles per hour, and on grades of this character, more than five miles long, for the first five miles the time consumed in travelling any one mile shall not be less than three minutes. This will not be authority to exceed specified speed restrictions.

For operating convenience retainers may be turned up at Crescent Lake and turned down at Hemlock.

Air brakes on two adjoining cars must not be cut out leaving any station where cars can be separated.

Freight and work trains passing Cochran must be given a retainer test by car inspectors when on duty and by trainmen when car inspectors are not on duty. Trains must not leave Cochran with more than one retainer in ten inoperative.

In operating retainers they should be turned up commencing at the head end and when turned down commencing at the rear end.

**AIR BRAKE RULE 63.** Gross tonnage on any freight train must not exceed the Ms per operative brake between the stations shown:

| | Freight |
|---|---|
| Grants Pass and Glendale | 140 Ms |
| Summit and Nashville | 120 Ms |
| Black Rock and Falls City | 100 Ms |
| Timber and Belding | 100 Ms |
| Buxton and Strassel | 120 Ms |

## MISCELLANEOUS

1 Westward freight trains will stop East of water column at Oakridge, make cut for lead helper engine and move ahead spotting road engine for oil and water.

Short moves with heavy freight train to spot for oil and water are prohibited. In all cases where it is necessary to make a short move to reach oil and water columns, including that of spotting second engine of doubleheader, engine must be cut off before spotting at column.

Westward freight trains taking water at McCredie Springs, Wicopee and Cruzatte may spot road engine without detaching from train. After road engine obtains water, train will be moved ahead until helper engines are West of water columns. Leading helper engine should obtain water before other helper engines and immediately recouple to train. It will be permissible to go to the siding for water with helper engines if train is being delayed and the move is protected. A trainman must be stationed, when practicable, on rear of train while in motion, in compliance with Rule 846. No attempt must be made to spot helper engines at water column without detaching from train. Before helper engines are detached to take water, engineer on road engine will make a 15 pound brake pipe reduction. When such reduction is noted by helper engineer in rear of train, engineer on lead helper will indicate to brakeman that helper engines may be cut off. After cutting helper engines off, brakeman must secure rear portion of train ahead of helpers with sufficient hand brakes to hold train. Helper engines after taking water must return to train and couple up immediately. If any work found necessary on engine or train it must be done after helpers are recoupled to train.

If road engineer fails to spot road engine at water column it will be necessary to detach road engine and go to siding for water. Road engine and helper engines must not be detached from train at the same time.

Helper engines must have one-half tank of water before leaving Cascade Summit returning light to Oakridge.

3 Car limit on descending grades between Westimber and Belding fifty cars with one Consolidation on head end, thirty-five cars with one small 2900 Class Engine on head end. Sixty cars Westimber to Buxton with Consolidation or large 2900 Class Engine on head end.

4 When two engines are used on westward freight trains between Eugene Yard and Oakridge the second engine if larger than a consolidation engine, will be cut in train immediately ahead of caboose, except in all cases ahead of all wooden underframe cars, outfit cars and passenger equipment.

4a. Pushing Trains Out of Yards—Pusher engine will not be placed behind wooden underframe cabooses, or other wooden frame cars and MC or AC type engines will not be used in pusher service behind steel underframe cabooses.

Switch engines regularly assigned to pusher service must be equipped with Russell-Jordan device to prevent coupler pin from dropping and avoid necessity for yardman uncoupling pusher engine to detach it from train. Knuckle must not be removed or closed, or cutting lever fastened in release position as a means to prevent coupling. Unless local conditions require, trains need not be stopped to detach pusher engines.

Air will not be coupled through pusher engines while in service pushing trains out of yards.

**Oakridge**—Helper engines will be placed in train with one helper five cars ahead of caboose, but in all cases ahead of all wooden underframe cars, outfit cars and passenger equipment. Second helper will be cut in seven cars ahead of rear helper, and third helper will be cut in eight cars ahead of second helper. This does not modify Rule 834.

Helper engines will be lined up at Roundhouse in reverse order and move to East end of yard in that order, leading helper engine making cut for following helper and couple to train as soon as possible.

When F-4 or F-5 class engines are used in helper service between Oakridge and Cascade Summit they must be placed in train behind Mallet engines.

Engineer on road engine when helpers are detached must note carefully brake pipe pressure and when pressure leaks below 55 pounds he must immediately recharge brake pipe. Road engine must not be moved while helper engines are detached from train.

Not more than two engines will operate coupled together on the Tillamook Branch. When three helper engines are operated in rear of train, two helpers will be placed in train five cars ahead of rear helper which should be cut in train immediately ahead of caboose but in all cases ahead of all wooden underframe cars, outfit cars and passenger equipment.

**Cascade Summit**—Entire train should be stopped West of crossover, and rear helper engine should be cut out first and brought around to rear of train while other helper engines are being cut out, rear helper engine to be used to shove rear portion of train to a coupling.

Locomotive crane No. 3206 when handled in train should have heavy end toward the engine.

Empty 67 foot skeleton log flats must not be placed in train ahead of helper engines.

8. At points where engine is to be changed or cars set out or picked up on passenger trains, rear brakemen will open steam valve on rear of train at station one mile board and enginemen will shut off the steam one-half mile from station.

9. East Morrison St.—No. 19 will stop with engine clearing north line of that street to avoid blocking traffic.

10. Engines over 200,000 lbs. on drivers must not operate over tracks listed below:

MEDFORD
(Big Pines Spur)
(Clark-Henry Track)
(Connection leading to Clark-Henry Track)
(Old Jacksonville Ry. Track)

ROSEBURG
(Kenny Spur)

DEADY
(Spur Track)

GOSHEN
(House Track)

EUGENE
(Jennings Spur) (Eugene Concrete Co. Spur)
(House Track) (Walters Bushong Spur)
(Woolen Mill Spur)
(Gas Spur) (Eugene Sand and Gravel Co. Spur)
(Allen & Lewis Spur)

EUGENE YARD
(Spur Track at M.P. 649.8, Coos Bay Branch)

SPRINGFIELD JUNCTION
(Storage Track)
On wye track between Cascade Line and Siskiyou Line.

SPRINGFIELD
(Woodburn-Springfield Wye)
(Booth-Kelly Tracks)
(High Line Log Spur)
(Flour Mill Spur)

WOODBURN
(West Leg of Wye)

**3600, 3700, 4100, 4300, and 4400 class engines must not operate over following tracks:**

| | |
|---|---|
| Haskell | Powder spur. |
| Clackamas | Stock track. |
| Park Place | Gravel spur. |
| Oregon City | House track and paper mill track. |
| Pulp | Log Dump track. |
| New Era | Spur track. |
| Canby | Pit, stock and team tracks. |
| Barlow | Spur track. |
| Aurora | House track. |
| Woodburn | Back tracks from west end to clearance points East End, West Leg of Wye and west of cannery on Woodburn-Springfield Branch. |
| Gervais | House track. |
| Fair Grounds | Tile, wood, oil, Valley Packing and Fair Grounds spurs. |
| Salem | East leg of wye. Trade St. track beyond a point 200 feet from wye track switch. |
| Turner | House track. |
| Marion | House track. |
| Jefferson | House and back tracks. |
| Millersburg | House track. |
| Albany | Tracks 3 and 4, house track, track on Railroad Street (except wye), all tracks in old C. & E. yard (except main track and wye). |
| Tangent | Mill track and House track. |
| Shedd | House track. |
| Halsey | House track. |
| Harrisburg | House track, except 3700 class.<br>Standard Oil Spur. |
| Junction City | All inside tracks (except siding). 3700 class may operate on back track from east end to stock corral. |
| Irving | House track. |
| Latham | All yard tracks. |
| Divide | Wye track. |
| Oakland | Over curves on house track between station and East switch. |
| Sutherlin | Stock yard track. |
| Myrtle Creek | Standard Oil Spur. Shell Oil Spur, Packing Plant Track, House Track except 4000 Class on Packing Plant Track. |
| Rogue River | Between East switch and Crossover switch on siding. |
| Medford | Medford Timber Products Corpn. spur. |
| Jasper | Spur track. |
| Pengra | House track. |
| Armet | Spur track. |

4100 and 4400 class engines are restricted between Ashland and Springfield Junction.

Two or more engines coupled must not operate over truss bridges between Geer and Coburg.

3200, 4000 and 4200 class engines must not operate beyond 1000 feet West of West Switch of Cannery track on Woodburn-Springfield Branch at Woodburn, Trade Street track beyond a point 200 feet from wye track switch Salem, Railroad Street and Water Street, Albany.

Engines weighing over 122,000 lbs. on drivers must not operate over siding at Cedar Point, Johnson track Coquille, and over connection between high-line and No. 4 track and the high-line track in Marshfield yard.

Engines over 161,000 lbs. on drivers must not operate on tracks S. P. Open Dock, East Portland.

Engines over 120,000 lbs. on drivers must not operate between Wigrich Junction and Wigrich, Mill City and Idanha, or over trestle on retail track owned by Coos Bay Lumber Co., at Marshfield.

PFE 100,000 and 200,000 series refrigerator cars known as "Giant" and "Super-giant" types must not be handled on: Wendling, Woodburn-Springfield; Willamina; Alpine or Bellfountain branches or west of Banks on Tillamook branch, and east of Marshfield on Coos Bay branch.

**10.** Use extreme care in performing switching on tracks adjacent to log loading and unloading facilities, platforms, lumber docks and where lumber is piled adjacent to tracks, on account of obstructions and impaired clearance conditions which are created by shippers in loading and unloading shipments. At log loading and unloading points, particularly at log rollways, side clearance should be closely observed and you should be on guard for overhead cable or other obstructions.

Southern Pacific Company employees must not handle engines or cars on J. H. Baxter and Company locomotive crane track.

**16.** Single wire line between Marshfield and Myrtle Point is telegraphone line and all concerned are cautioned not to use the high voltage line on opposite side of track.

**18.** When two road locomotives, in charge of one messenger, are moved, they shall be coupled together, if physical condition of track or structures will permit.

When a yard locomotive (without engine truck) and a road locomotive, in charge of one messenger, are moved, a freight car of steel underframe construction shall be placed between them.

When a locomotive weighing 150,000 lbs. or over on drivers is moved, it should be placed near head end, with from 8 to 15 cars between it and the locomotive handling train. If there are cars to be set out en route, they should be placed ahead, to avoid switching with dead locomotive.

When a locomotive weighing less than 150,000 lbs. on drivers is moved, it should be placed near rear.

Road locomotives should be headed in direction of movement whenever possible.

**20.** In making up trains main line movement, consisting of loads and empties, a sufficient number of empties must be placed on head end of train when construction of cars will permit in order to equalize braking power. Wood frame cars must in all cases be placed behind loads in rear of train. This will not apply to branch line freight trains, to locals of less than forty cars or to trains picking up and setting out at stations between Brooklyn and Eugene.

**22.** Wilkesboro—S. P. & S. log trains operate on overhead crossing of Southern Pacific tracks. Southern Pacific trains will stop before passing under the S. P. & S. track while log trains are passing on overhead crossing in either direction.

**25.** Electric lanterns may be used for displaying white light only, except herders may use green lanterns to signal trains to enter or leave yards.

**26.** Before workmen enter turn table pit for any purpose, the turn table must be placed out of line with all tracks leading thereto, and a blue signal or authorized sign displayed in a conspicuous position immediately adjacent to the controls of power operated turn tables and at both ends of manually operated turn tables. Such a sign or signal when so displayed indicates workmen are under or about the turn tables, and while thus protected the turntable must not be moved. Each class of workmen must be protected by its own blue signals or signs and workmen of the same class are alone authorized to remove them.

### SPEED TABLE

| SPEED PER HOUR | 1 MILE IN MIN. SEC. | SPEED PER HOUR | 1 MILE IN MIN. SEC. | SPEED PER HOUR | 1 MILE IN MIN. SEC. | SPEED PER HOUR | 1 MILE IN MIN. SEC. |
|---|---|---|---|---|---|---|---|
| 6 | 10.00 | 25 | 2.24 | 39 | 1.33 | 53 | 1.08 |
| 8 | 7.30 | 26 | 2.18 | 40 | 1.30 | 54 | 1.06 |
| 10 | 6.00 | 27 | 2.13 | 41 | 1.27 | 55 | 1.05 |
| 12 | 5.00 | 28 | 2.08 | 42 | 1.25 | 56 | 1.04 |
| 15 | 4.00 | 29 | 2.04 | 43 | 1.23 | 57 | 1.03 |
| 16 | 3.45 | 30 | 2.00 | 44 | 1.21 | 58 | 1.02 |
| 17 | 3.31 | 31 | 1.56 | 45 | 1.20 | 59 | 1.01 |
| 18 | 3.20 | 32 | 1.52 | 46 | 1.18 | 60 | 1.00 |
| 19 | 3.09 | 33 | 1.49 | 47 | 1.16 | 61 | .59 |
| 20 | 3.00 | 34 | 1.45 | 48 | 1.15 | 62 | .58 |
| 21 | 2.51 | 35 | 1.42 | 49 | 1.13 | 63 | 57 |
| 22 | 2.43 | 36 | 1.40 | 50 | 1.12 | 64 | .56 |
| 23 | 2.36 | 37 | 1.37 | 51 | 1.10 | 65 | .55 |
| 24 | 2.30 | 38 | 1.34 | 52 | 1.09 | | |

## SPEED RESTRICTIONS

**Maximum speed of any passenger train must not exceed 50 miles per hour and**
**Maximum speed of any freight or mixed train must not exceed 35 miles per hour, except as otherwise provided for:**
**Speed Restrictions in Miles Per Hour, Will Apply as Follows:**

| | | PASSENGER | | | | | FREIGHT | | | | LIGHT ENGINES RUNNING FORWARD | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Page No. | TERRITORY | Maximum | With T 26, 32, 40, P, MT, GS Engines | With T 1, 8, 9, 23, 28, 31 Engines | With C 2, 4, 5, 8, 9, 10, F, AM, AC 4, 5, 6, Engines | With TW, AC 1, 2, 3, Engines | Freight and Mixed Maximum | With AC 4, 5, 6 Engines | Engines Backing | Switch Engines S-SE Type | P MT, GS | T 26, 32, 40 | T 1, 8, 9, 23, 28, 31, C, 2, 4, 5, 8, 9, 10, F | TW, MK, AC, AM |
| 2 | Ashland-Medford | 45 | 45 | 45 | 45 | 40 | 30 | 30 | 20 | 20 | 45 | 40 | 35 | 30 |
| 2 | Medford-Grant's Pass | 50 | 50 | 50 | 45 | 40 | 35 | 35 | 20 | 20 | 45 | 40 | 35 | 30 |
| 2 | Grant's Pass-M.P. 481.3 | 35 | 35 | 35 | 35 | 35 | 20 | 20 | 15 | 20 | 35 | 35 | 35 | 30 |
| 2 | M.P. 481.3-M.P. 485.3 | 50 | 50 | 50 | 45 | 40 | 35 | 35 | 20 | 20 | 45 | 40 | 35 | 30 |
| 2 | M.P. 485.3-Glendale | 35 | 35 | 35 | 35 | 35 | 20 | 20 | 15 | 20 | 35 | 35 | 35 | 30 |
| 2 | Glendale-Reuben | 45 | 45 | 45 | 45 | 40 | 20 | 20 | 20 | 20 | 45 | 40 | 35 | 30 |
| 2 | Reuben-M.P. 539.4 | 28 | 28 | 28 | 28 | 28 | 20 | 20 | 15 | 20 | 28 | 28 | 28 | 28 |
| 2 | M.P. 539.4-Roseburg | 50 | 50 | 50 | 45 | 40 | 35 | 35 | 15 | 20 | 45 | 40 | 35 | 30 |
| 2 | Roseburg-M.P. 594 | 50 | 50 | 50 | 45 | 40 | 30 | 30 | 15 | 20 | 45 | 40 | 35 | 30 |
| 2 | M.P. 594-M.P. 601 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 15 | 20 | 25 | 25 | 25 | 25 |
| 2 | M.P. 601-Comstock | 50 | 50 | 50 | 45 | 40 | 30 | 30 | 15 | 20 | 45 | 40 | 35 | 30 |
| 2 | Comstock-Divide | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 15 | 20 | 25 | 25 | 25 | 25 |
| 2, 3 | Divide-Eugene | 50 | 50 | 50 | 45 | 40 | 30 | 30 | 20 | 20 | 45 | 40 | 35 | 30 |
| 3 | Crescent Lake-Cascade Summit | 60 | 60 | 50 | 45 | 40 | 35 | 35 | 20 | 20 | 45 | 40 | 35 | 30 |
| 3 | Cascade Summit-Heather | 30 | 30 | 30 | 28 | 28 | 20 | 20 | 15 | 20 | 30 | 30 | 28 | 28 |
| 3 | Heather-Oakridge | 30 | 30 | 30 | 30 | 30 | 25 | 25 | 15 | 20 | 30 | 30 | 30 | 30 |
| 3 | Oakridge-Natron | 45 | 45 | 45 | 45 | 40 | 35 | 35 | 20 | 20 | 45 | 40 | 35 | 30 |
| 3 | Natron-Springfield | 50 | 50 | 50 | 45 | 40 | 35 | 35 | 20 | 20 | 45 | 40 | 35 | 30 |
| 3 | Springfield-Springfield Junction | 35 | 35 | 35 | 35 | 35 | 30 | 30 | 15 | 20 | 35 | 35 | 35 | 30 |
| 3 | Mohawk Junction-Wendling | 25 | ........ | 25 | 25 | 25 | 18 | ........ | 15 | 18 | ........ | ........ | 25 | 25 |
| 4, 5 | Eugene-M.P. 665.7 | 60 | 60 | 50 | 45 | 40 | 40 | 35 | 20 | 20 | 45 | 40 | 35 | 30 |
| 4, 5 | M.P. 665.7-M.P. 688 | 65 | 65 | 50 | 45 | 40 | 40 | 35 | 20 | 20 | 45 | 40 | 35 | 30 |
| 4, 5 | M.P. 688-M.P. 721.8 | 60 | 60 | 50 | 45 | 40 | 40 | 35 | 20 | 20 | 45 | 40 | 35 | 30 |
| 4, 5 | M.P. 721.8-M.P. 730 | 65 | 65 | 50 | 45 | 40 | 40 | 35 | 20 | 20 | 45 | 40 | 35 | 30 |
| 4, 5 | M.P. 730-Hito | 60 | 60 | 50 | 45 | 40 | 40 | 35 | 20 | 20 | 45 | 40 | 35 | 30 |
| 4, 5 | Hito-Portland | 50 | 50 | 50 | 45 | 40 | 35 | 35 | 15 | 20 | 45 | 40 | 35 | 30 |

| | | PASSENGER | | | FREIGHT | | | LIGHT ENGINES RUNNING FORWARD | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Page No. | TERRITORY | Maximum | With T C Engines | With TW Engines | Freight and Mixed Maximum | Engines Backing | Switch Engines S-SE Type | T 26, 32, 40 | T 1, 8, 9, 23, 28, 31 C | TW |
| 6 | Eugene-Noti | 45 | 45 | 40 | 30 | 15 | 20 | 40 | 35 | 30 |
| 6 | Noti-Mapleton | 35 | 35 | 35 | 30 | 15 | 20 | 35 | 35 | 30 |
| 6 | Mapleton-Lakeside | 35 | 35 | 35 | 25 | 15 | 20 | 35 | 35 | 30 |
| 6 | Lakeside-Marshfield | 35 | 35 | 35 | 30 | 15 | 20 | 35 | 35 | 30 |
| 6 | Marshfield-Myrtle Point | 18 | 18 | 18 | 18 | 15 | 18 | 18 | 18 | 18 |
| 6 | Myrtle Point-Powers | 25 | 25 | 25 | 18 | 15 | 18 | 25 | 25 | 25 |
| 7 | Woodburn-Brownsville | 25 | 25 | 25 | 25 | 15 | 20 | 25 | 25 | 25 |
| 7 | Brownsville-Springfield | 20 | 20 | 20 | 20 | 15 | 15 | 20 | 20 | 20 |
| 7 | Page-Tallman | 30 | 30 | 30 | 30 | 20 | 20 | 30 | 30 | 30 |
| 7 | Salem-Geer | 25 | 25 | 25 | 25 | 15 | 20 | 25 | 25 | 25 |
| 7 | Shelburn-Gates | 25 | 25 | 25 | 22 | 15 | 20 | 25 | 25 | 25 |
| 7 | Gates-Idanha | 20 | 20 | 20 | 15 | 12 | 15 | 20 | 20 | 20 |
| 7 | Albany-Philomath | 30 | 30 | 30 | 30 | 18 | 20 | 30 | 30 | 30 |
| 7 | Philomath-Toledo | 25 | 25 | 25 | 20 | 12 | 20 | 25 | 25 | 25 |
| 8 | Alpine Jct.-Glenbrook | 18 | 18 | 18 | 18 | 15 | 18 | 18 | 18 | 18 |
| 8 | Bailey Jct.-Dawson | 18 | 18 | 18 | 18 | 15 | 18 | 18 | 18 | 18 |
| 8 | Cook-Hillsboro | 30 | 30 | 30 | 30 | 20 | 20 | 30 | 30 | 30 |
| 9 | Cook-St. Joseph | 30 | 30 | 30 | 30 | 20 | 20 | 30 | 30 | 30 |
| 9 | Willsburg Jct.-Cook | 30 | 30 | 30 | 30 | 20 | 20 | 30 | 30 | 30 |
| 9 | Hillsboro-Buxton | 30 | 30 | 30 | 30 | 20 | 20 | 30 | 30 | 30 |
| 9 | Buxton-Timber | 20 | 20 | 20 | 20 | 15 | 20 | 20 | 20 | 20 |
| 9 | Timber-Enright | 20 | 20 | 20 | 15 | 10 | 15 | 20 | 20 | 20 |
| 9 | Enright-Wheeler | 20 | 20 | 20 | 18 | 15 | 18 | 20 | 20 | 20 |
| 9 | Wheeler-Tillamook | 18 | 18 | 18 | 18 | 15 | 18 | 18 | 18 | 18 |
| 9 | Jefferson St.-Wilsonia | 20 | 20 | 20 | 20 | 15 | 20 | 20 | 20 | 20 |
| 10 | Whiteson-Willamina | 25 | 25 | 25 | 25 | 15 | 20 | 25 | 25 | 25 |
| 10 | Broadmead-Perrydale | 20 | 20 | 20 | 20 | 15 | 20 | 20 | 20 | 20 |
| 10 | Canby-Molalla | 25 | 25 | 25 | 25 | 20 | 20 | 25 | 25 | 25 |
| 11 | Salem-Dallas | 25 | 25 | 25 | 25 | 15 | 20 | 25 | 25 | 25 |
| 11 | Dallas-Falls City | 20 | 20 | 20 | 20 | 15 | 20 | 20 | 20 | 20 |
| 11 | Falls City-Black Rock | 20 | 20 | 20 | 15 | 10 | 15 | 20 | 20 | 20 |
| 11 | Hillsboro-Cheshire | 30 | 30 | 30 | 30 | 20 | 20 | 30 | 30 | 30 |

### SPEED OF TRAINS THROUGH CITY LIMITS.

| | Miles per hour |
|---|---|
| Medford | 16 |
| Central Point—5 a. m. to 10 p. m. | 35 |
| Roseburg | 15 |
| Yoncalla | 25 |
| Cottage Grove | 25 |
| Creswell | 20 |
| Eugene | 15 |
| Junction City | 20 |
| Halsey | 20 |
| Albany | 12 |
| Turner | 35 |
| Salem | 20 |
| Gervais—6 a. m. to 9 p. m. | 25 |
| Woodburn | 45 |
| Hubbard | 25 |
| Aurora—5 a. m. to 10 p. m. | 35 |
| North Bend | 25 |
| Marshfield | 15 |
| Lebanon | 12 |
| Milwaukie | 12 |
| Oswego | 10 |
| Newberg | 20 |
| LaFayette | 15 |
| Beaverton | 8 |
| Hillsboro | 15 |
| Cornelius | 12 |
| Forest Grove | 15 |
| Gaston | 15 |
| Carlton | 10 |
| McMinnville | 12 |
| Independence | 12 |
| Corvallis | 15 |
| Dallas | 12 |

Where slowboards read 28 miles per hour F-3-4-5-6, AC 4-5-6 and AM-2, engines must not exceed 25 miles per hour. and AC 1-2-3 engines must not exceed 20 miles per hour except between Cascade Summit and Oakridge.

Where slow boards read 25 miles per hour AC 1-2-3, engines must not exceed 20 miles per hour.

Where slow boards read 20 miles per hour AC 1-2-3 engines must not exceed 15 miles per hour.

Maximum operating speeds for engines subject to restrictions imposed by type of tender, character of train, curvature, and/or other local operating conditions.

Speed restrictions for engines are shown in speed table; however, attention is called to the following maximum speeds at which tenders may be operated subject to restrictions imposed locally:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 miles per hour.

Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed;

| | |
|---|---|
| When pilot removed | 20 M.P.H. |
| When main rod only removed | 30 M.P.H. |
| When side rods only removed | 30 M.P.H. |
| When both main and side rods removed | 20 M.P.H. |
| When hauled in train and all rods are up | 30 M.P.H. |
| G. S. engines | 20 M.P.H. |
| S. P. 1, 2 and 3 when inside main rod removed | 30 M.P.H. |
| S and S. E. engines and all other classes of engines when not equipped with engine trucks | 20 M.P.H. |

When all weight has been removed from any one pair of drivers on a locomotive, the speed must not exceed 20 miles per hour.

When all weight has been removed from only one wheel of a pair of drivers on a locomotive, the speed must not exceed 30 miles an hour.

Trains consisting of locomotive and caboose only are permitted to operate at speed authorized for engines running light, except they shall not exceed 40 miles per hour.

Engines with pilots removed or not equipped with engine or pony trucks 20 miles per hour.

Engines operated coupled tender to tender must not exceed speed permitted engines running backwards.

F-4-5 type engines must not exceed 6 miles per hour backing through switches.

On curves of 7 to 10 degrees, trains must not exceed 28 miles per hour; 10 to 12 degrees, 20 miles per hour; over 12 degrees, 15 miles per hour, except that where F-3600 or 3700 class engines are operated, trains must not exceed 25 miles per hour on 10 degree curves; 20 miles per hour on curves 10° 30′ to and including 12° 30′; 15 miles per hour on curves 12° 30′ to and including 15 degrees, and 12 miles per hour on curves 15 to 17 degrees.

Trains handling steam relief outfit or Locomotive Ditcher 4044 and 4048 must not exceed 25 miles per hour between Ashland and Portland, Crescent Lake and Eugene, and 18 miles per hour on branches.

Maximum allowable speed of trains handling flangers is 30 miles per hour. Trains consisting of locomotive, flanger and caboose only should be considered freight trains and speed restricted accordingly, except between Cascade Summit and Heather maximum allowable speed is 28 miles per hour and between Heather and Oakridge 30 miles per hour.

Loaded 16-foot Hog fuel cars prohibited from movement on main line except between Eugene and Mohawk Jct., Lemrock and Salem, Eugene and Albany.

Maximum speed allowed trains handling logs loaded on flat or logging cars is twenty-five (25) miles per hour unless otherwise restricted, and must not exceed fifteen (15) miles per hour over truss bridges, around curves of over six degrees, and passing through stations and tunnels.

When train handling logs takes siding to meet an opposing train or allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train, and no movement of train on siding attempted until train to be met has passed.

Trains must not exceed 15 miles per hour passing through sidings on Main line and 12 miles per hour through sidings on other lines.

All cars moved in passenger trains must be equipped with steel-tired or all steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains; passengers, if any, to move on passenger train.

(a) Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service except on authority of Superintendent of Transportation.

(b) Speed of trains handling such cars must be restricted as follows:

When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 miles per hour. When consist includes more than three wooden passenger-carrying cars, maximum speed must not exceed 40 miles per hour.

(c) If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on the rear.

### MEDFORD SUBDIVISION

**Medford**—Reduce to 10 miles per hour over Main Street crossing.

AC Class engines must not exceed 6 miles per hour on house track at Green and track 4 Glendale.

Passenger trains must reduce to 20 miles per hour and freight trains to 15 miles per hour on 12 degree curves between tunnel No. 5 and west switch at Brandt and on 12 degree curve at mile post 528.0.

### BROOKLYN SUBDIVISION

**Crescent Lake and Odell Lake**—Maximum speed of passenger trains on curves 50 miles per hour.

**Odell Lake and Cascade Summit, Natron and Springfield**—Maximum speed of passenger trains on curves 45 miles per hour.

**Eugene and Hito**—Maximum speed of passenger trains on curves, 60 miles per hour.

**W. V. R. Crossing**—(Between Oregon City and Park Place) Reduce to 20 miles per hour over crossing.

**Brooklyn and Portland**—15 miles per hour passing shop buildings Brooklyn and 10 miles per hour over all street crossings between the Brooklyn shop buildings and the Willamette River bridge, and on East First Street, between Clay Street and East Oak Street; 15 miles per hour between East Oak and Front Street and 6 miles per hour Front Street and Union Station. 4300 and 4400 class engines 6 miles per hour over frogs and around curves west end Willamette River Bridge.

### TOLEDO BRANCH

Reduce to 15 miles per hour through tunnels and over Willamette River Bridge, Albany.

### NEWBERG BRANCH

**Cook**—Reduce to 20 miles per hour over Junction switch.

### FALLS CITY BRANCH

**Salem**—Reduce to 12 miles per hour on 24 degree curve between east end Union Street and Lemrock and to 15 miles per hour over Willamette River Bridge.

### TILLAMOOK BRANCH

**Westimber**—Locomotives must not operate on track No. 3.

**Cochran and Mayo**—Westward trains reduce to 12 miles per hour over Wolf Creek Bridge at west end of tunnel 27 M. P. 803.6.

Reduce to 10 miles per hour on 17°30′ curves one-half mile west of Belding at mile post 807.5 and one quarter mile west of Edwards at mile post 808.2.

Consolidation engines must not exceed 12 miles per hour backing up on curves between Bay City and Garibaldi and between Jetty and Wheeler.

### MARSHFIELD SUBDIVISION

**Eugene and Walton**—Engines running backward permitted to make 20 miles per hour on tangent track.

Reduce to 10 miles per hour on draw spans Siuslaw River, Umpqua River, Coos Bay, Coal Bank Slough and Baker Creek Bridge No. 10, Coquille Bridges 1, 2, 5, 7, 8, 9, 12, 13 and tunnel 1 between Myrtle Point and Powers.

Trains handling logs loaded on flat or logging cars must stop before entering tunnels 14 and 21 westward and 13 and 18 eastward and at Coos to inspect condition of loads, and not exceed 8 miles per hour between North Bend and Anderson Ave., Marshfield.

CBL saddle back engines 11 and 12 must not be used between Myrtle Point and Marshfield. CBL saddle back engines 9 and 10 reduce to 15 miles per hour over bridges between Myrtle Point and Marshfield.

# SPECIAL INSTRUCTIONS

## LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

**EMPLOYES ARE WARNED THAT IT IS DANGEROUS TO STAND ERECT ON TOP OF CARS OR TO RIDE ON SIDES OF CARS WHILE PASSING THESE POINTS, AND THAT THEY MUST PROTECT THEMSELVES FROM INJURY.**

| Mile Post | BETWEEN | DESCRIPTION | Height Above Top of Rail | Side Clearance From Rail |
|---|---|---|---|---|
| | All water tanks and water columns have impaired side clearance at spout. | | | |
| | **MEDFORD SUBDIVISION** | | | |
| 490 | Hugo-Leland | Tunnel No. 9 | 16.7 | 4.0 |
| 505 | Wolf Creek-Glendale | Tunnel No. 8 | 16.0 | 4.1 |
| 514 | Reuben-Brandt | Tunnel No. 7 | 16.3 | 4.2 |
| 514 | " " | Tunnel No. 6 | 15.2 | 3.3 |
| 515 | " " | Tunnel No. 5 | 16.1 | 3.6 |
| 516 | " " | Tunnel No. 4 | 16.3 | 4.2 |
| 518 | Brandt-West Fork | Tunnel No. 3 | 17.1 | 4 8 |
| 518 | 5180 feet East | Rock Cut | .... | 5.4 |
| 521 | Brandt-West Fork | Tunnel No. 2 | 17.0 | 4.7 |
| 521.40 | Brandt-West Fork | West Fork Creek Crossing | 21.8 | 4.9 |
| 523 | 4490 feet East | Rock Cut | .... | 5.2 |
| 525 | 125 " " | " " | .... | 5.8 |
| 526 | 3700 " " | " " | .... | 5.7 |
| 526 | 3865 " " | " " | .... | 5.3 |
| 526 | 4785 " " | " " | .... | 5.2 |
| 528 | 600 " " | " " | .... | 5.4 |
| 530.8 | Cow Creek-Peck | Tunnel No. 1 | 16.4 | 4.7 |
| 539 | 1450 feet East | Rock Cut | .... | 5.5 |
| 620 | 856 feet East | Rock Cut | .... | 5.7 |
| | Dillard. Apron on loading dock | | | |
| | Shady. Loading Chute on Metzger track. | | | |
| | **CASCADE LINE** | | | |
| 537.8 | Cascade Summit-Abernethy | Tunnel No. 3 | 20.5 | 5.6 |
| 544.3 | Abernethy-Cruzatte | Tunnel No. 4 | 20.5 | 5.6 |
| 545.2 | " " | Tunnel No. 5 and Rock Shed | 20.5 | 5.6 |
| 546.5 | Cruzatte-Frazier | Tunnel No. 6 | 20.5 | 5.6 |
| 547.1 | " " | Tunnel No. 7 and Snow Shed | 20.5 | 5.6 |
| 547.7 | " " | Tunnel No. 8 | 20.5 | 5.6 |
| 548.3 | " " | Tunnel No. 9 and Snow Shed | 20.5 | 5.6 |
| 548.6 | " " | Tunnel No. 10 and Rock Shed | 20.5 | 5.6 |
| 548.8 | " " | Tunnel No. 11 and Rock Shed | 20.5 | 5.6 |
| 549.3 | " " | Tunnel No. 12 and Rock Shed | 20.5 | 5.6 |
| 550.0 | " " | Tunnel No. 13 | 20.5 | 5.6 |
| 551.8 | Frazier-Fields | Tunnel No. 14 and Snow Shed | 20.5 | 5.6 |
| 553.9 | " " | Tunnel No. 15 | 20.5 | 5.6 |
| 556.0 | Fields-Wicopee | Tunnel No. 16 | 20.5 | 5.6 |
| 557.1 | " " | Tunnel No. 17 | 20.5 | 5.6 |
| 557.8 | " " | Tunnel No. 18 | 20.5 | 5.6 |
| 558.6 | " " | Tunnel No. 19 | 20.5 | 5.6 |
| 560.9 | Wicopee-Heather | Tunnel No. 20 | 20.5 | 5.6 |
| 572.1 | McCredie Springs-Pryor | Tunnel No. 21 | 20.5 | 5.6 |
| 581.8 | Oakridge-Westfir | Tunnel No. 22 | 19.5 | 5.0 |
| 584.5 | Hemlock-Lookout | Tunnel No. 23 | 19.7 | 5.3 |
| 587.2 | Lookout-Lawler | Tunnel No. 24 | 20.0 | 5.6 |
| 608.24 | Pengra-Fall Creek | Fall Creek Crossing | .... | 4.9 |
| | **WENDLING BRANCH** | | | |
| 649.50 | Hendricks-Yarnell | McKenzie River Crossing | 18.4 | 4.5 |
| 651.02 | " " | 1st Mohawk River Crossing | 20.3 | 4.2 |
| 659.86 | Wendling-Hyland | 2nd " " " | 17.3 | 4.6 |
| | **TILLAMOOK BRANCH** | | | |
| 789.6 | Walcott-Hulbert | Tunnel No. 25 | 20.1 | .... |
| 801.8 | Cochran-Mayo | Tunnel No. 26 | 19.1 | 4.8 |
| 803.6 | " " | Tunnel No. 27 | 20.0 | 5.0 |
| 805.7 | Mayo-Enright | Tunnel No. 28 | 20.1 | .... |
| 806.2 | " " | Tunnel No. 29 | 19.3 | 5.0 |
| 806.5 | " " | Tunnel No. 30 | 20.1 | .... |
| 807.9 | " " | Tunnel No. 32 | 19.5 | 5.2 |
| 808.5 | " " | Tunnel No. 34 | 20.0 | 5.5 |
| 809.5 | Edwards-Enright | Rock Cut | .... | 5.7 |
| 809.9 | " " | Tunnel No. 35 | 19.8 | 5.4 |
| 810.2 | " " | Rock Cut | .... | 5.9 |
| 810.4 | " " | " " | .... | 5.5 |
| 810.7 | " " | Tunnel No. 36 | 20.1 | 5.5 |
| 813.9 | Belfort-Salmonberry | Rock Cut | .... | 5.7 |
| 815.0 | " " | " " | .... | 5.6 |
| 815.5 | " " | " " | .... | 5.7 |
| 815.81 | Salmonberry-Wakefield | 1st Crossing Nehalem River | 21.3 | 4.9 |
| 817.9 | " " | Rock Cut | .... | 4.6 |
| 819.0 | Wakefield-Rector | " " | .... | 5.5 |
| 822.1 | Maples-Nehalem Falls | " " | .... | 5.8 |
| 830.5 | Knudson-Mohler | " " | .... | 5.3 |
| 830.89 | Knudson-Mohler | 2nd Crossing Nehalem River | 21.1 | 4.9 |
| 846.85 | Miami-Bay City | Miami River Crossing | 20.2 | 4.9 |
| 848.0 | " " | Tunnel No. 37 | 19.1 | 5.3 |
| 852.74 | Idaville-Tillamook | Kelchis River Crossing | 20.3 | 4.9 |
| 854.37 | " " | Wilson River Crossing | 21.2 | .... |
| | **BROOKLYN SUBDIVISION—MAIN LINE** | | | |
| 757.50 | Park Place-Clackamas | Clackamas River Crossing | 21.3 | 4.9 |
| 698.93 | Millersburg-Jefferson | N. Santiam River Crossing | 21.7 | 4.9 |

**Eugene.** Impaired clearance exists when chutes are in place on Eugene Sand and Gravel Co. private spur.

**Springfield.** Impaired clearance exists when loading chute is in place on mill spur.

**Pulp.** Portable platform across paper loading track to handle shipments from boats to warehouse. Careful inspection must be made to know that this platform has been removed before coupling into cars or doing switching on this track.

| Mile Post | BETWEEN | DESCRIPTION | Height Above Top of Rail | Side Clearance From Rail |
|---|---|---|---|---|
| | **MOLALLA BRANCH** | | | |
| 751-B | Kraft-Scott | Molalla River Crossing | .... | 4.7 |
| | **MILL CITY BRANCH** | | | |
| 714 | | Rock Cut | .... | 5.2 |
| 724 | 300 feet East | " " | .... | 5.6 |
| 732 | | Rock Cut | .... | 5.1 |
| 736 | 2040 feet West | " " | .... | 5.8 |
| 736 | 3240 " " | " " | .... | 4.4 |
| 737 | | " " | .... | 5.4 |
| 737 | 2000 feet West | " " | .... | 5.2 |
| 737 | 2300 " " | " " | .... | 4.8 |
| 737 | 3000 " " | " " | .... | 4.0 |
| 738 | | " " | .... | 4.8 |
| 738 | 2000 " " | " " | .... | 5.3 |
| 738 | 3000 " " | " " | .... | 4.4 |
| 738 | 3600 " " | " " | .... | 5.8 |
| 739 | | " " | .... | 5.2 |
| 739 | 2500 " " | " " | .... | 4.3 |
| 739 | 3000 " " | " " | .... | 4.8 |
| 740 | 2300 " " | " " | .... | 5.8 |
| 741 | 300 " " | " " | .... | 5.6 |
| 743 | 90 " " | " " | .... | 5.8 |
| 743 | 700 " " | " " | .... | 5.6 |
| 744.21 | Elk River-Detroit | Breitenbush River Crossing | 20.5 | 4.5 |
| 745 | 350 feet West | Rock Cut | .... | 5.8 |
| 747 | 600 " " | " " | .... | 5.4 |
| 750 | 700 " " (both sides) | " " | .... | 5.8 |
| | Idanha. Apron on loading track at Raines Saw mill. | | | |
| | **NEWBERG BRANCH** | | | |
| 774.46 | Jefferson Street | Overhead Road Crossing | 21.0 | .... |
| 774.50 | " " | O. E. Overhead Crossing | 21.2 | .... |
| 762.12 | Tualatin-Galbreath | Tualatin River Crossing | 21.1 | .... |
| | **WEST SIDE BRANCH** | | | |
| 758.70 | Forest Grove Spur | Gales Creek Crossing | .... | 4.6 |
| 731.85 | McMinnville-Whiteson | S. Yamhill River Crossing | 19.5 | 4.5 |
| 702.96 | Parker-Suver | Luckiamute River Crossing | 21.7 | 4.5 |
| | **WILLAMINA BRANCH** | | | |
| 745.27 | Sheridan-Shipley | S. Yamhill River Crossing | .... | 4.4 |
| | Willamina | Willamina Clay Prod. Co. | 16.6 | 2.8 |
| | **FALLS CITY BRANCH** | | | |
| 719.74 | Pickney-Lemrock | Willamette River Crossing | 21.6 | 4.9 |
| 742.23 | Buman-Falls City | 1stCross'gLittleLuckiamuteR | .... | 4.7 |
| 743 | 3700 feet East | Rock Cut | .... | 4.3 |
| 747.10 | Black Rock-End of Line | 6th Crossing " " " | .... | 4.7 |
| | Close clearance exists on spur track serving hog fuel storage yard at Pinckney. Extreme care should be used when moving cars in and out of this track. | | | |
| | **WOODBURN—SPRINGFIELD BRANCH** | | | |
| 706.29 | Shelburn-N. Santiam | N. Santiam River Crossing | 18.0 | 4.6 |
| 700.99 | West Scio-Gilkey | Thomas Creek Crossing | 20.3 | 4.8 |
| 698.58 | Gaines-Crabtree | N. Fork Crabtree Cr. Cross. | 20.5 | 5.0 |
| 698.48 | Gaines-Crabtree | Crabtree Creek Crossing | 19.9 | 5.3 |
| 671.67 | Brownsville-Twin Buttes | Calapooia River Crossing | 20.6 | 4.3 |
| 650.25 | Chestnut-Armitage | McKenzie River Crossing | 18.5 | 5.7 |
| | **TOLEDO BRANCH** | | | |
| 691.70 | Albany | First Street Crossing | .... | 4.5 |
| 691.82 | Albany-North Albany | Williamette River Crossing | 21.8 | 4.4 |
| 711.35 | Flynn-Wrens | 1st Crossing Marys River | 18.4 | 4.2 |
| 715.0 | 1000 feet East | Rock Cut | .. | 4.6 |
| 716.68 | Wrens-Russell | 6th Crossing Marys River | 17.8 | 4.4 |
| 717.13 | Wrens-Russell | 7th " " " | .... | 4.7 |
| 718.88 | Harris-Alder | 8th " " " | .... | 4.6 |
| 719.37 | " " | 9th " " " | .... | 4.4 |
| 719.66 | " " | 10th " " " | .... | 4.7 |
| 720.25 | " " | 11th " " " | .... | 4.7 |
| 720.51 | " " | 12th " " " | .... | 4.6 |
| 720.78 | " " | 14th " " " | .... | 4.7 |
| 730.3 | Summit-Nashville | Tunnel No. 22 | 16.1 | 3.1 |
| 732.0 | " " | Tunnel No. 23 | 16.1 | 3.7 |
| 739.18 | Nortons-Eddyville | 4th Crossing Yaquina River | .... | 4.5 |
| 739.43 | " " | 5th " " " | .... | 4.6 |
| 743.68 | " " | 6th " " " | .... | 4.7 |
| 745.79 | Eddyville-Chitwood | 7th " " " | .... | 4.8 |
| 748.72 | " " | 8th " " " | .... | 4.5 |
| 751.22 | Chitwood-Morrison | 9th " " " | .... | 4.4 |
| 751.57 | " " | 10th " " " | .... | 4.7 |
| 751.77 | " " | 11th " " " | .... | 4.8 |
| 752.4 | " " | Tunnel No. 24 | 16.4 | 4.0 |
| 752.99 | " " | 15th Crossing Yaquima River | .... | 4.8 |

| Mile Post | BETWEEN | DESCRIPTION | Height Above Top of Rail | Side Clearance From Rail |
|---|---|---|---|---|
| | **MARSHFIELD SUBDIVISION** | | | |
| 664.87 | Long Tom-Noti | 4th Crossing Long Tom Crk | .... | 4.7 |
| 669.5 | Vaughn-Flagg | Tunnel No. 13 | 19.6 | 5.0 |
| 681.1 | Globe-Austa | Tunnel No. 14 | 19.7 | 5.4 |
| 720.7 | Siboco-Canary | Tunnel No. 15 | 19.8 | 5.4 |
| 721.5 | Canary-Siltcoos | Tunnel No. 16 | 19.8 | 5.2 |
| 727.7 | Ada-Booth | Tunnel No. 17 | 20.0 | 5.4 |
| 734.5 | Kroll-Brenham | Tunnel No. 18 | 19.7 | 5.2 |
| 739.64 | Gardiner-Reedsport | Umpqua River Crossing | 21.9 | 4.7 |
| 745.6 | Tharp-Willard | Tunnel No. 19 | 19.9 | 5.4 |
| 750.1 | Bufo-Lakeside | Tunnel No. 20 | 19.9 | 5.4 |
| 751.2 | " " | Tunnel No. 21 | 20.0 | 5.4 |
| 763.64 | Coos-North Bend | Coos Bay Crossing (Dwarf Signals) | .... | 4.1 |
| 795.9 | Myrtle Point-Estabrook | Coquille River Bridge (1) | 20.2 | 4.5 |
| 797.5 | Estabrook-Broadbent | " " " (2) | 20.2 | 4.5 |
| 800.6 | Broadbent-Warner | " " " (5) | 20.2 | 4.5 |
| 801.6 | " " | " " " (7) | 20.2 | 4.2 |
| 802.7 | Warner-Gaylord | " " " (8) | 19.0 | 3.8 |
| 808.7 | Gaylord-Byerle | Rowland Creek Bridge(9) | 20.2 | 4.6 |
| 809.3 | Byerle-Fensler | Tunnel No. 1 | 18.8 | .... |
| 813.3 | Fensler-Powers | Coquille River Bridge (14) | 18.5 | 4.5 |

## TRAIN AND ENGINEMEN ARE CAUTIONED TO WATCH CLOSELY FOR IMPAIRED CLEARANCE SIGNS

### AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

| CLASS | NOT AIR-CONDITIONED | | AIR-CONDITIONED | |
|---|---|---|---|---|
| | All-Steel | Steel Underframe | All-Steel Cooling Season | All-Steel Heating Season |
| Baggage—60 ft | 93,070 | | | |
| " —66 ft | 127,610 | | | |
| " —70 ft | 122,620 | | | |
| " —70 ft. (With Auto. End Door) | 125,800 | | | |
| " ..(Dynamo) | 98,730 | | | |
| " | | 87,120 | | |
| Baggage & Mail—60 ft | 103,620 | | | |
| " " " —69 ft | 124,760 | | | |
| " " " —70 ft | 129,140 | | | |
| " " " | | 103,590 | | |
| " " " Passenger | 108,675 | 112,640 | | |
| Express Refr.—N. P. Ry | | 74,000 | | |
| " " —A. R. E. No. 40-154 | | 78,000 | | |
| " " — " " 155-224 | | 89,000 | | |
| " " — " " 500-506 | | 110,000 | | |
| " " — " " 1101-1175 | | 85,000 | | |
| " " —P. F. E. " 500-799 | | 83,000 | | |
| Express, Horse | 133,050 | | | |
| Postal | 112,120 | | | |
| Postal Storage—40 ft | 74,530 | | | |
| " " —60 ft | 105,120 | | | |
| Club | 146,210 | 122,300 | 160,726 | 153,710 |
| Official | 170,700 | 155,370 | | |
| Chair—60 ft | 100,620 | | 112,985 | 108,120 |
| " —74 ft. (Ice Sys.) | | | 180,915 | 173,125 |
| " —74 ft. (Steam Ejec. Sys.) | | | 197,944 | 181,600 |
| Coaches—60 ft | 98,130 | | 110,380 | 105,630 |
| " —70 ft | 137,640 | | 151,671 | 145,140 |
| " —72 ft | | | 153,782 | 147,160 |
| " —73 ft | | | 168,245 | 161,000 |
| " —72 ft. (Interurban) | 120,000 | | | |
| All-Day Lunch—Chair | 105,970 | | | |
| " " —Coach | 103,875 | | | |
| Cafe Coach | | 138,600 | 152,675 | 146,100* |
| Diner—70 ft | | 135,930 | | |
| " —72 ft | 155,330 | 146,930 | | |
| " —77 ft. (Arch Type Roof) (Ice Sys.) | 156,000 | | 170,857 | 163,500 |
| " —77 ft. (Clere Story Roof) (Ice Sys.) | | 165,530 | 179,400 | 171,675 |
| " —77 ft. (Clere " " ) (Mech. Sys.) | | | 189,581 | 173,836 |
| " —79 ft | 169,100 | | | |
| " —80 ft. (Clere Story Roof) (Mech. Sys.) | | | 201,323 | 184,700 |
| Cafe Parlor | 148,950 | 161,200 | 160,198 | 153,350 |
| Lounge | | | 188,949 | 180,813 |
| Observation—75 ft | 154,400 | | 169,185 | 161,900 |
| " —77 ft | | | 194,543 | 186,166 |
| " | | 141,870 | | |
| Pullman-Observation (Ice Sys.) | 160,800 | 153,000 | 177,314 | 169,200 |
| " " (Mech. Sys.) | 160,800 | 153,000 | 185,627 | 170,300 |
| " " Lounge (Ice Sys.) | 171,200 | | 187,682 | 179,600 |
| " " " (Mech. Sys.) | 171,200 | | 196,963 | 180,700 |
| Pullman Bedroom Car (Ice Sys.) | 167,600 | | 183,920 | 176,000 |
| " " " (Mech. Sys.) | 167,600 | | 193,039 | 177,100 |
| " Sleeper (Ice Sys.) | 163,100 | | 180,075 | 171,500 |
| " " (Mech. Sys.) | 163,100 | | 188,134 | 172,600 |
| " Tourist (Ice Sys.) | 153,000 | | 168,663 | 161,400 |
| " " (Mech. Sys.) | 153,000 | | 167,625 | 162,500 |
| Rail Gas-Electric Car, 400 H.P | 158,400 | | | |
| " " " " 600 H.P | 167,200 | | | |

*Steel Underframe.

Side clearance of bridges authorized by Public Utilities Commission of Oregon is 5 feet from rail. All bridges having less clearance than 5 feet from rail are noted above.

The clearance shown as height above top of rail is for 9 feet wide or 4 feet 6 inches each side of center line of track.

Side clearance from rail is for all points between 4 feet and 14 feet above top of rail.

# RATING OF LOCOMOTIVES—PORTLAND DIVISION

## IN Ms OF 1000 LBS. BACK OF TENDER

| NOMINAL CLASS | OFFICIAL CLASS | ENGINE NUMBERS | Boiler Pressure | Brooklyn to E. Milwaukie Clackamas to Oregon City Coalca to Canby Aurora to Hito | Salem to Eugene Barlow to Canby Oregon City to Clackamas | Eugene to Salem | E. Milwaukie to Clackamas Oregon City to Coalca Canby to Aurora Hito to Salem Salem to Barlow Canby to Oregon City Clackamas to Brooklyn | Ashland to Grants Pass | Grants Pass to Glendale Glendale to Grants Pass Drain to Roseburg | Glendale to Roseburg | Roseburg to Divide | Divide to Eugene | Eugene to Drain | Roseburg to West Fork Grants Pass to Ashland | West Fork to Glendale | Eugene to Hills Lowell to Armet | Hills to Lowell Armet to Oakridge | Oakridge to Crescent Lake | Crescent Lake to Eugene |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T- 9 | T-57 18/24 83 | 2161 | 160 | 1350 | 1800 | 1950 | 2300 | 1800 | 470 | 1100 | 490 | 1300 | 960 | 1050 | 780 | .... | .... | .... | .... |
| T- 8 | T-57 18/24 99 | 2174 | 160 | | | | | | | | | | | | | | | | |
| T- 9 | T-57 18/24 92 | 2172 | 170 | 1450 | 1950 | 2100 | 2450 | 1950 | 530 | 1200 | 550 | 1400 | 1050 | 1150 | 870 | .... | .... | .... | .... |
| T- 1 | T-63 20/26 112 | 2242 to 2271 | 180 | 1850 | 2500 | 2750 | 3200 | 2550 | 700 | 1550 | 720 | 1850 | 1350 | 1500 | 1100 | .... | .... | .... | .... |
| T-26 | T-69 21/28 152-S | 2283 to 2299 | 200 | 2300 | 3150 | 3400 | 3950 | 3200 | 870 | 1950 | 900 | 2300 | 1700 | 1850 | 1450 | 2350 | 2050 | 990 | 3200 |
| T-28, 31 | T-63 22/28 162-S | 2311 to 2362 | 210 | 2950 | 4000 | 4350 | 5050 | 4050 | 1150 | 2500 | 1150 | 2950 | 2200 | 2350 | 1800 | 3700 | 2700 | 1300 | 4100 |
| T-32 | T-69 23/28 174-S | 2363 to 2384 | 210 | 2950 | 4000 | 4350 | 5050 | 4100 | 1150 | 2550 | 1200 | 3000 | 2250 | 2400 | 1900 | 3000 | 2700 | 1300 | 4100 |
| P-8, 10 | P-73 25/30 181-SF | 2461 to 2474, 2478 to 2483 | 200 | 3250 | 4450 | 4850 | 5650 | 4500 | 1150 | 2700 | 1200 | 3250 | 2400 | 2600 | 1950 | 3350 | 2950 | 1350 | 4550 |
| P-8, 10 | P-73 25/30 183/B-63-SF | 2475, 2484 to 2491 | | | | | | | | | | | | | | | | | |
| C-9, 10 | C-57 22/30 200-SF | 2513 to 2599, 2750, 2752 to 2860 | 210 | 3300 | 4450 | 4850 | 5600 | 4400 | 1250 | 2700 | 1300 | 3200 | 2400 | 2600 | 1900 | 3350 | 3000 | 1400 | 4550 |
| C-9, 10 | C-57 22/30 194-S | | | | | | | | | | | | | | | | | | |
| C- 8 | C-57 22/30 192-S | 2698 to 2749, 2751 | | | | | | | | | | | | | | | | | |
| TW- 1 | TW-54 22/26 147 | 2900 to 2913 | 180 | 2550 | 3450 | 3700 | 4300 | 3400 | 970 | 2100 | 1000 | 2450 | 1850 | 2000 | 1500 | 2600 | 2300 | 1100 | 3500 |
| TW- 8 | TW-54 21/32 161-S | 2914 to 2923 | 190 | 2850 | 3850 | 4200 | 4850 | 3750 | 1050 | 2300 | 1100 | 2700 | 2050 | 2200 | 1550 | 2900 | 2600 | 1200 | 3950 |
| TW- 4 | TW-56 20/30 114 | 2926 | 160 | 1900 | 2600 | 2850 | 3300 | 2600 | 710 | 1550 | 730 | 1850 | 1400 | 1500 | 1100 | 1950 | 1750 | 800 | 2650 |
| TW- 4 | TW-56 20/30 120 | 2930, 2931 | | | | | | | | | | | | | | | | | |
| TW- 4 | TW-56 20/30 122 | 2927, 2929 | | | | | | | | | | | | | | | | | |
| TW- 3 | TW-50 20/26 120 | 2932 to 2945 | 170 | 2050 | 2750 | 3000 | 3450 | 2700 | 760 | 1650 | 780 | 1950 | 1450 | 1600 | 1150 | 2050 | 1850 | 860 | 2800 |
| TW- 2 | TW-50 20/26 118 | 2947 to 2952 | | | | | | | | | | | | | | | | | |
| TW- 6 | TW-50 20/26 111 | 2957 | 160 | 1900 | 2600 | 2800 | 3250 | 2550 | 710 | 1550 | 730 | 1850 | 1350 | 1500 | 1100 | 1950 | 1700 | 800 | 2650 |
| Mk-2, 4 | Mk-57 23½/30 206-S | 3200 to 3240 | 210 | 3800 | 5150 | 5600 | 6500 | 5100 | 1400 | 3100 | 1450 | 3700 | 2750 | 3000 | 2200 | 3900 | 3450 | 1600 | 5250 |
| Mk-2, 4 | Mk-57 23½/30 222-SF | | | | | | | | | | | | | | | | | | |
| F-4, 5 | F-63 29½/32 306/B-61-SF | 3668 to 3763, 3679 | 200 | 5550 | 7450 | 8100 | 9400 | 7400 | 2100 | 4550 | 2150 | 5350 | 4000 | 4350 | 3200 | 5650 | 5050 | 2400 | 7600 |
| F- 5 | F-63 29½/32 306/B-62-SF | 3764 to 3768 | | | | | | | | | | | | | | | | | |
| AC-1, 2, 3 | AC-57 22-22/30 441-SF | 4000 to 4048 | 210 | 6700 | 9050 | 9750 | 11350 | 8950 | 2600 | 5550 | 2700 | 6550 | 4900 | 5300 | 3950 | 6850 | 6100 | 2950 | 9200 |
| AC- 4 | AC-63 24-24/32 475-SF | 4100 to 4125 | 235 | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | 8950 | 8000 | 3850 | 12000 |
| AC- 5 | AC-63 24-24/32 483-SF | | | | | | | | | | | | | | | | | | |
| AC- 6 | AC-63 24-24/32 517-SF | 4126 to 4150 | 250 | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | 9500 | 8500 | 4100 | 12800 |
| AC- 7 | AC-63 24-24/32 515-SF | 4151 to 4176 | | | | | | | | | | | | | | | | | |
| AM- 2 | AM-63 22-22/28 357-SF | 4200 to 4211 | 210 | 5150 | 6950 | 7550 | 8750 | 7000 | 1950 | 4300 | 2050 | 5050 | 3800 | 4100 | 3100 | 5250 | 4700 | 2200 | 7100 |
| Mt-1, 3, 4, 5 | Mt-73 28/30 246/B-60-SF | 4300 to 4376 | 210 | 4400 | 5950 | 6450 | 7550 | 6000 | 1650 | 3650 | 1700 | 4350 | 3250 | 3500 | 2650 | 4450 | 3950 | 1850 | 6050 |
| GS- 1 | GS-73 27/30 262/B-104-SF | 4400 to 4409 | 250 | 4650 | 6350 | 6900 | 8000 | 6500 | 1750 | 3950 | 1800 | 4700 | 3500 | 3800 | 2850 | 4750 | 4200 | 1950 | 6450 |
| Allowance for Empty and Underloaded Cars. | | Less than 40 Ms | | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| | | 40 to 50 Ms | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| | | More than 50 Ms | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.**

CLASS "E"—Eight-Wheelers "C"—Consolidation "P"—Pacific Type
"T"—Ten-wheelers "TW"—Twelve-wheelers "AC"—Articulated Consolidation
"M"—Moguls "A"—Atlantic Type "AM"—Articulated Mogul
"Mk"—Mikado "F"—Two-ten-two Type "Mt"—Mountain Type

**Example.**—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: $\text{C-57}\frac{22}{30}\text{187.}$

# RATING OF LOCOMOTIVES IN Ms

| CLASSIFICATION | ENGINE NUMBERS | Brooklyn to Gaston | Gaston to Eugene Yard | Eugene Yard to Gaston | Gaston to Brooklyn | Brooklyn to Sherwood | Sherwood to Springbrook | Springbrook to Perrydale | Whiteson to Springbrook | Springbrook to Sherwood | Sherwood to Brooklyn | Broadmead to Willamina | Willamina to Broadmead | Hillsboro to Buxton | Buxton to Timber | Timber to Enright | Enright to Tillamook | Tillamook to Salmonberry | Salmonberry to Enright | Timber to Buxton | Buxton to Hillsboro | Albany to Toledo | Toledo to Albany | Shelburn to Detroit | Albany to Lebanon | Lebanon to Albany |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T-57 18/24 81 to 94 | 2161, 2172 | 1250 | 1000 | 1200 | 1600 | 1250 | 650 | 1470 | 1250 | 625 | 1600 | 1300 | 850 | 1200 | 500 | 300 | 1500 | 700 | ...... | 850 | 1500 | 850 | 590 | 800 | 2000 | 3000 |
| T-57 18/24 99 | 2174 | | | | | | | | | | | | | | | | | | | | | | | | | |
| T-63 20/26 112 | 2242 to 2271 | 1500 | 1400 | 1590 | 2250 | 1500 | 880 | 1590 | ...... | 840 | 2000 | ...... | ...... | 1750 | 610 | 400 | 2000 | 1750 | 900 | 1100 | 2000 | ...... | ...... | ...... | ...... | ...... |
| TW-50 20/26 111 to 120 | 2932 to 2957 | 1750 | 1650 | 1700 | 2400 | 1750 | 1000 | 1700 | ...... | 1000 | 2400 | ...... | 1700 | 2000 | 700 | 500 | 2200 | 2700 | 1250 | 1250 | 2200 | 1500 | 890 | 1230 | 2850 | 4000 |
| TW-56 20/30 114 to 122 | 2926 to 2931 | | | | | | | | | | | | | | | | | | | | | | | | | |
| TW-54 22/26 147 | 2900 to 2913 | 2400 | 2290 | 2575 | 3220 | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 2000 | 2280 | 950 | 570 | 2850 | 2900 | 1300 | 1620 | 2850 | ...... | ...... | ...... | 3750 | 5000 |
| TW-54 21/32 161S | 2914 to 2923 | | | | | | | | | | | | | | | | | | | | | | | | | |
| C-57 22/30 192S to 200S | 2513 to 2599, 2698 to 2860 | 3100 | 2520 | 2970 | 3960 | 3100 | 1470 | 3630 | 3100 | 1600 | 3960 | 3250 | 2160 | 2970 | 1250 | 850 | 3710 | 3500 | 1850 | 2400 | 3710 | ...... | ...... | ...... | ...... | ...... |

| CLASSIFICATION | ENGINE NUMBERS | Eugene to Noti<br>Rainrock to Marshfield<br>Marshfield to Rainrock<br>Noti to Eugene | Noti to Flagg Rainrock to Vaughn | Vaughn to Noti Flagg to Rainrock | Marshfield to Myrtle Point | Myrtle Point to Marshfield | Myrtle Point to Powers | Powers to Myrtle Point | Canby to Molalla | Woodburn to Geer | Geer to Aumsville | Aumsville to Springfield | Springfield to Aumsville | Aumsville to Geer | Geer to Woodburn | Mohawk Jct. to Wendling | Wendling to Mohawk Jct. | Geer to Salem | Salem to Falls City | Dallas to M.P. 735.5 | M.P. 735.5 to Falls City | Falls City to Black Rock | Teats to M.P. 735.5 | Black Rock to Teats M.P. 735.5 to Dallas | Dallas to Salem |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T-57 18/24 83 to 92 | 2161, 2172 | 2450 | 1800 | 5500 | 490 | 600 | ...... | ...... | 1280 | 1280 | 600 | 1200 | 1880 | 850 | 1680 | 1850 | 2050 | 1280 | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| T-57 18/24 99 | 2174 | | | | | | | | | | | | | | | | | | | | | | | | |
| T-63 20/26 112 | 2242 to 2271 | 3100 | 2300 | 5500 | 720 | 870 | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| TW-50 20/26 111 to 120 | 2932 to 2957 | 3500 | 2650 | 6000 | 730 | 890 | 890 | 1800 | ...... | 1810 | 850 | 1700 | 2650 | 1200 | 2400 | ...... | ...... | ...... | ...... | 1200 | 2500 | 580 | 1800 | 4000 | 1650 |
| TW-56 20/30 114 to 122 | 2926 to 2931 | | | | | | | | | | | | | | | | | | | | | | | | |
| TW-54 22/26 147 | 2900 to 2913 | 4650 | 3450 | 8000 | 1000 | 1200 | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| TW-54 21/32 161S | 2914 to 2923 | 5200 | 3900 | 8000 | 1100 | 1300 | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| C-57 22/30 192S to 200S | 2513 to 2599, 2698 to 2860 | 6050 | 4500 | 8000 | 1300 | 1550 | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... |

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine "M"—Moguls "Mk"—Mikado "E"—Eight-wheelers
"T"—Ten-wheelers "TW"—Twelve-wheelers "P"—Pacific Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

## LIST OF SURGEONS, HOSPITAL DEPARTMENT

| LOCATION | NAME | TITLE | LOCATION | NAME | TITLE | LOCATION | NAME | TITLE |
|---|---|---|---|---|---|---|---|---|
| San Francisco | Dr. W. B. Coffey | Chief Surgeon and Manager. | Halsey | Dr. T. I. Marks | Emergency Surgeon. | Stayton | Dr. Burl Betzer | Emergency Surgeon. |
| Ashland | Dr. Harvey A. Woods | District Surgeon. | Albany | Dr. F. E. Beauchamp | District Surgeon. | Scio | Dr. A. G. Prill | District Surgeon. |
| Ashland | Dr. Ernest A. Woods | Oculist and Aurist. | Albany | Dr. G. E. Fortmiller | District Surgeon. | Lebanon | Dr. J. C. Booth | District Surgeon. |
| Medford | Dr. J. C. Hayes | District Surgeon. | Albany | Dr. A. Stark | Oculist and Aurist. | Lebanon | Dr. Norman E. Irvine | District Surgeon. |
| Medford | Edwin R. Durno | Associate District Surgeon. | Jefferson | Dr. J. O. Van Winkle | District Surgeon. | Brownsville | Dr. F. A. Paden | District Surgeon. |
| Medford | Dr. Chas. W. Lemery | Oculist and Aurist. | Salem | Dr. Julius H. Garnjobst | District Surgeon. | Toledo | Dr. R. D. Burgess | District Surgeon. |
| Gold Hill | Dr. Warren D. Bishop | District Surgeon. | Salem | Dr. E. S. Fortner | District Surgeon. | Newport | Dr. W. S. Thurtell | Emergency Surgeon. |
| Grants Pass | Dr. C. Joyce Moser | District Surgeon. | Salem | Dr. M. C. Findley | Oculist and Aurist. | Oswego | Dr. W. H. McDougal | Emergency Surgeon. |
| Grants Pass | Dr. W. A. Moser | District Surgeon. | Salem | Dr. W. W. Baum | Associate Oculist and Aurist. | Sherwood | Dr. F. T. Rucker | Emergency Surgeon. |
| Grants Pass | Dr. W. W. Inkrote | Oculist and Aurist. | Salem | Dr. L. O. Clement | Assistant Oculist and Aurist. | Newberg | Dr. C. A. Bump | Emergency Surgeon. |
| Glendale | Dr. A. J. Fawcett | District Surgeon. | Salem | Dr. W. N. Thompson | Assistant Oculist and Aurist. | Newberg | Dr. T. W. Hester | Emergency Surgeon. |
| Myrtle Creek | Dr. J. C. Maxson | District Surgeon. | Woodburn | Dr. E. S. Donelly | District Surgeon. | Beaverton | Dr. C. E. Mason | District Surgeon. |
| Roseburg | Dr. E. J. Wainscott | District Surgeon. | Aurora | Dr. B. F. Giesy | Emergency Surgeon. | Hillsboro | Dr. J. O. Robb | District Surgeon. |
| Roseburg | Dr. A. C. Seely | Oculist and Aurist. | Canby | Dr. Edwin Hendry | Dist. Physician and Surgeon. | Hillsboro | Dr. J. B. Dinsmore | Assistant District Surgeon. |
| Roseburg | Dr. B. R. Shoemaker | District Surgeon. | Oregon City | Dr. C. H. Meissner | District Surgeon. | Hillsboro | Dr. Archie O. Pitman | Assistant District Surgeon. |
| Sutherlin | Dr. I. A. Dunlap | Emergency Surgeon. | Oregon City | Dr. Guy Mount | District Surgeon. | Cornelius | Dr. E. J. Crowthers | Emergency Surgeon. |
| Oakland | Dr. B. F. Devore | District Surgeon. | East Portland | Dr. Paul H. Homann | District Surgeon. | Forest Grove | Dr. H. C. Fortner | District Surgeon. |
| Yoncalla | Dr. R. F. McKaig | Emergency Surgeon. | Portland | Dr. A. L. Berkley | Division Surgeon. | Carlton | Dr. A. D. Morrison | Emergency Surgeon. |
| Drain | Dr. Bertha L. Devore | District Surgeon. | Portland | Dr. E. M. Anderson | District Surgeon. | McMinnville | Dr. W. H. Barendrick | District Surgeon. |
| Cottage Grove | Dr. B. R. Job | District Surgeon. | Portland | Dr. R. F. Davis | Oculist and Aurist. | McMinnville | Dr. E. H. Barendrick | District Surgeon. |
| Springfield | Dr. W. H. Pollard | District Surgeon. | Portland | Dr. A. J. Browning | Associate Oculist and Aurist. | Independence | Dr. Geo. C. Knott | District Surgeon. |
| Springfield | Dr. Milton V. Walker | District Surgeon. | Portland | Dr. James B. Haworth | District Surgeon. | Corvallis | Dr. W. T. Johnson | District Surgeon. |
| | | | Veneta | Dr. O. L. Asher | Emergency Surgeon. | Corvallis | Dr. N. L. Tarter | District Surgeon. |
| Westfir and Oakridge | Dr. George C. Varney | District Surgeon. | Reedsport | Dr. J. C. Eastland | District Surgeon. | Monroe | Dr. E. Bennett | District Surgeon. |
| Wendling | Dr. C. H. Atwood | Emergency Surgeon. | Florence | Dr. Geo. P. Edwards | Emergency Surgeon. | Sheridan | Dr. R. C. Field | District Surgeon. |
| Eugene | Dr. W. B. Neal | Division Surgeon. | North Bend | Dr. Ennis Keizer | Asso. Dist. Physician & Surg. | Willamina | Dr. Roland Allen | Emergency Surgeon. |
| Eugene | Dr. Geo. P. Winchell | District Surgeon. | North Bend | Dr. Dean P. Crowell | District Surgeon. | Dallas | Dr. A. B. Starbuck | District Surgeon. |
| Eugene | Dr. P. J. Bartle | District Surgeon. | Marshfield | Dr. G. E. Dix | District Surgeon. | Dallas | Dr. W. L. Pemberton | District Surgeon. |
| Eugene | Dr. Merle G. Howard | District Surgeon. | Marshfield | Dr. R. J. Dixon | Assistant District Surgeon. | Banks | Dr. R. M. Kines | District Surgeon. |
| Eugene | Dr. A. H. Norton | Oculist and Aurist. | Marshfield | Dr. Bernard Barkwill | Oculist and Aurist. | Wheeler | Dr. H. E. Rhinehart | District Surgeon. |
| Eugene | Dr. D. C. Stanard | Assistant Oculist and Aurist. | Coquille | Dr. James Richmond | District Surgeon. | Tillamook | Dr. Max R. Charlton | District Surgeon. |
| Eugene | Dr. O. R. Gullian | Oculist and Aurist. | Myrtle Point | Dr. R. Harrison Mast | Emergency Surgeon. | Molalla | Dr. E. R. Todd | Emergency Surgeon. |
| Junction City | Dr. R. S. Rogers | Dist. Physician and Surgeon. | Silverton | Dr. R. E. Kleinsorge | District Surgeon. | | | |

### Main Lines

| | | | | | |
|---|---|---|---|---|---|
| Ashland to Portland | S. P. Co. | | 339.77 | | |
| | Union Pacific | | 06 | | |
| | N. P T. Co. | | .26 | 340.09 | |
| Natron to M. P. 527 Crescent Lake | C. P Ry. | | | 86 84 | |
| Springfield Junction to Natron | S. P. Co. | | | 7.05 | |
| Total Main Line | | | | | 433.98 |

### Branches

| | | | | | |
|---|---|---|---|---|---|
| Alpine | S. P Co. | Alpine Jct. to Glenbrook | | 6.10 | |
| Bellfountain | S. P Co. | Bailey Jct. to Dawson | | 5.00 | |
| Coos Bay | S. P Co. | Eugene to Myrtle Point | 147.75 | | |
| | C. B. L. Co. R. R. | Myrtle Point to Powers | 18.78 | 166.53 | |
| Falls City | S. P Co. | Salem to Wye | | 28.35 | |
| Geer | S P Co. | Salem to Geer | | 6 81 | |
| Mill City | S P Co. | Shelburn to Idanha | | 45.81 | |
| Milwaukie | S P Co. | Wilsonia to Willsburg Jct. | | 3 06 | |
| Molalla | S P Co. | Canby to Molalla | | 10 46 | |
| Newberg | S. P Co. | St. Joseph to Portland | | 36 71 | |
| Perrydale | S. P Co. | Broadmead to Perrydale | | 2.52 | |
| Tallman | S P Co. | Page to Tallman | | 7 69 | |
| Tillamook | S. P Co. | Hillsboro to Tillamook | | 91 31 | |
| Wendling | S. P Co. | Mohawk Jct. to Wendling | | 15.73 | |
| West Side | S. P Co. | Cheshire to Cook via Beaverton | | 118 77 | |
| Willamina | S P Co. | Whiteson to Willamina | | 19 77 | |
| Woodburn-Springfield | S. P Co. | Woodburn to Springfield | | 92 94 | |
| Toledo | S. P. Co. | Albany to Toledo | | 74.75 | |
| Total Branches | | | | | 732.31 |
| Total Portland Division | | | | | 1166.29 |

When employes, passengers or others are injured, call the nearest Company Surgeon, preferably District Surgeon. Emergency Surgeons are called only when patients cannot be sent to or await the arrival of District Surgeons.

When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of Company Surgeon. Any officer of the Company is authorized to call Company Surgeons to attend the injured.

When tramps or other trespassers are injured on the Company's Lines, they should be turned over to friends, or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

## LOCATION OF STRETCHERS

Ashland
Medford
Grants Pass
Roseburg
Drain
Eugene
Oakridge
Junction City
Albany
Salem
Woodburn
Brooklyn
Portland
(Yardmen's Hdqtrs.)
(East 1st & Oak Sts.)
Timber
Willamina
Corvallis

## DIVISION HOSPITALS

Good Samaritan } Portland, Ore.
St. Vincent's } Portland, Ore.

## TRAINMASTERS

G. H. KILBORN............Eugene Yard, Ore.
J. M. TREFREN............Portland, Ore.
W. W. McDONALD............Roseburg, Ore.
V. M. PETTERSON............Portland, Ore.

## ROAD FOREMEN OF ENGINES

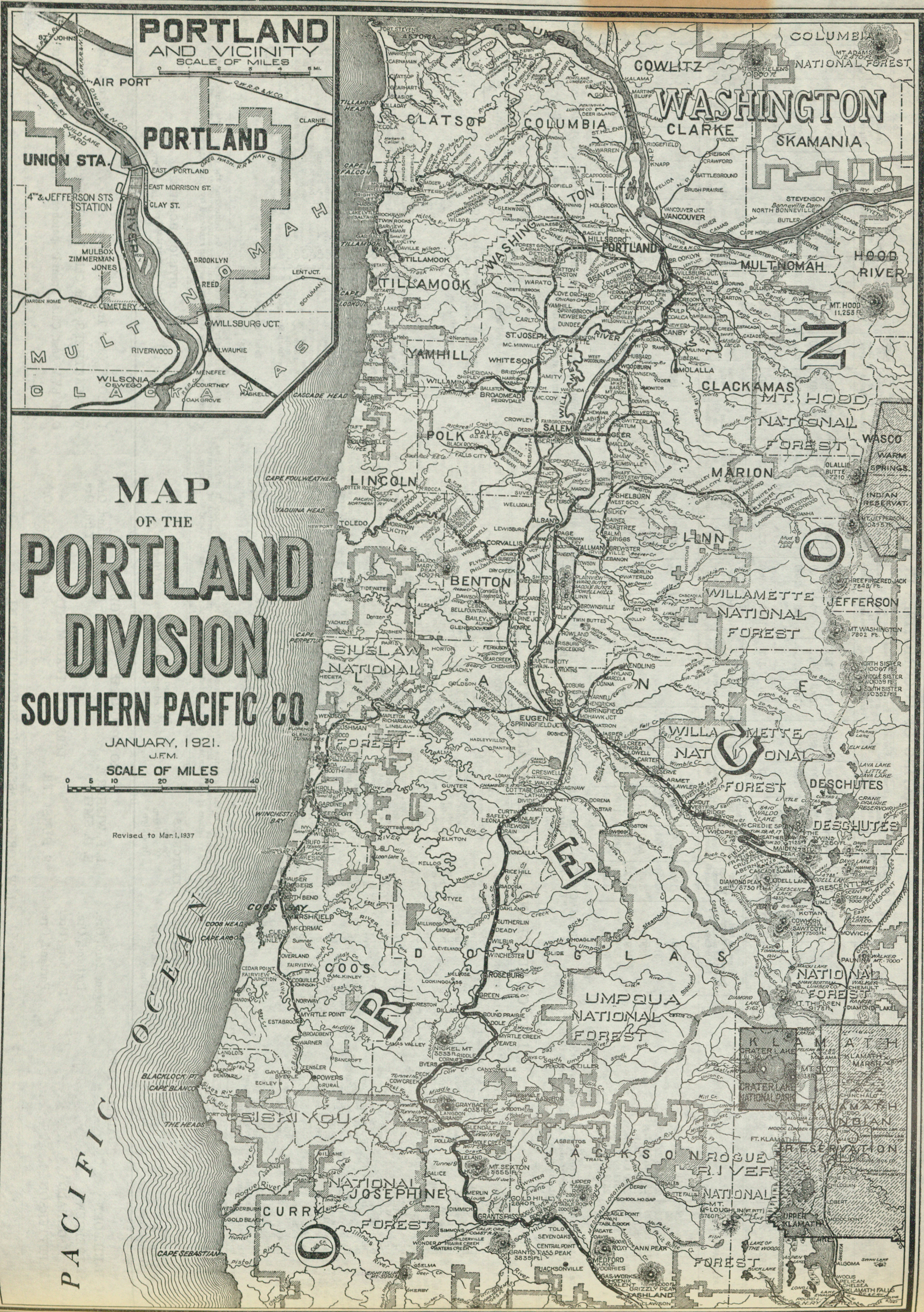
L. B. WISHAR............Portland, Ore.
E. D. SMITH............Eugene Yard, Ore.

## TERMINAL TRAINMASTER

R. HUNSAKER............Crescent Lake, Ore.

J. I. LOVE, Chief Train Dispatcher............Portland, Ore.
W. C. CAUTHERS, Asst. Chief Train Dispatcher.....Portland, Ore.
C. H. EVA, Asst. Chief Train Dispatcher............Portland, Ore.

J. W. CORBETT, ASSISTANT SUPERINTENDENT............Portland, Ore.



# MAP OF THE PORTLAND DIVISION SOUTHERN PACIFIC CO.

JANUARY, 1921.
J.F.M.

SCALE OF MILES

Revised to Mar.1,1937

PORTLAND AND VICINITY
SCALE OF MILES
0 1 2 3 4 5 MI.
AIR PORT
PORTLAND
UNION STA.
EAST PORTLAND
EAST MORRISON ST.
4TH & JEFFERSON STS STATION
CLAY ST.
BROOKLYN
MULBOX
ZIMMERMAN
JONES
REED
LENT JCT.
CEMETERY
WILLSBURG JCT.
RIVERWOOD
MILWAUKIE
WILSONIA
OSWEGO
MENEFEE
COURTNEY
OAK GROVE
MULTNOMAH
CLACKAMAS
0 5 10 20 30 40
PACIFIC OCEAN
COLUMBIA
WASHINGTON
COWLITZ
CLARKE
SKAMANIA
COLUMBIA NATIONAL FOREST
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
MULTNOMAH
HOOD RIVER
MT. HOOD 11,253 FT.
YAMHILL
CLACKAMAS
MT. HOOD NATIONAL FOREST
WASCO
WARM SPRINGS INDIAN RESERVAT.
POLK
MARION
LINCOLN
BENTON
LINN
JEFFERSON
WILLAMETTE NATIONAL FOREST
SIUSLAW NATIONAL FOREST
LANE
DESCHUTES
DESCHUTES
CASCADE SUMMIT
COOS
DOUGLAS
UMPQUA NATIONAL FOREST
DESCHUTES NATIONAL FOREST
KLAMATH
CRATER LAKE NATIONAL PARK
KLAMATH INDIAN RESERVATION
SISKIYOU NATIONAL FOREST
JOSEPHINE
CURRY
JACKSON
ROGUE RIVER NATIONAL FOREST
OREGON
ASTORIA
SALEM
ALBANY
CORVALLIS
EUGENE
SPRINGFIELD
ROSEBURG
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
MARSHFIELD
COOS BAY
TILLAMOOK
VANCOUVER
HILLSBORO
OREGON CITY
MT. JEFFERSON 10495 FT.
THREE FINGERED JACK 7848 FT.
MT. WASHINGTON 7802 FT.
NORTH SISTER 10097 FT.
MIDDLE SISTER 10053 FT.
SOUTH SISTER 10352 FT.
MT. THIELSEN 9178 FT.
MT. McLOUGHLIN (MT. PITT) 9760 FT.
CAPE FOULWEATHER
YAQUINA HEAD
CAPE PERPETUA
HECETA
WINCHESTER BAY
COOS HEAD
CAPE ARAGO
CAPE BLANCO
BLACKLOCK PT.
THE HEADS
CAPE SEBASTIAN
CASCADE HEAD
CAPE LOOKOUT
CAPE FALCON
TILLAMOOK HEAD